VOLUME III NUMBER 34 WEEK OF SEPT.1 through SEPTEMBER 7, 1966

CYCLE NEWS

15¢

25-Lap Short Nat.- Bart

SANTA FE SPDWY., WILLOW SPRINGS, ILLINOIS--Bart Markel worked hard for his second national championship win of this season at the 1/10-mile Santa Fe dirt saucer located in a suburb of Chicago. It was the 17th national win in Markel's career.

Wearing the #1 professional Expert plate by virtue of having been crowned Grand National Motorcycle Champion for points accumulated in 1966, the remarkable Markel added another wad of winnings to his already commanding 1966 points lead last Friday, cheered by the largest crowd of Harley Partisans in the track's 6 year history. Markel at one point fell to dead last in his qualifying race, but fought back and passed three riders on the final lap to snatch away the last transfer spot for the national. Sprint-powered, Bart then battled Santa Fe point-leader Freddy Nix and fourth place national points contender Chris Draayer, all on duplicate machines, to take away the National on the 20th lap AND keep it to the last.

Final Results were:(time:6 min.5.17 sec.) 1. Markel H-D, 2. Gary Nixon Triumph, 3. Chris Draayer H-D, 4. Darrel Dovel H-D, 5. Mert Lawwill H-D, 6. Ronnie Rall H-D, 7. Gene Romero Triumph, 8. Art Barda H-D, 9. Eddie Mulder Triumph, 10. Eddie Wirth H-D, 11. Dan Welty H-D, 12. Nix H-D.

Nix was the first rider in the lead but on lap 3 his engine quit. Draayer then took over but seemed to tire out physically on the 19th lap, when Markel took charge and Nixon moved up to second on lap 21. All through laps 17, 18, and 19 and 20 they were a very close threesome.

The heats had found Draayer beating Roger Reiman, Bennie Bowden and Romero. Nix was the fast qualifyer with a 15.77 sec. lap. He won his heat over Dusty Coppage, Lawwill and Wirth.

Dan Welty beat Dovel, Mulder, John Tibben and Markel in the third heat. This was another one where Markel bareley "made the show."

Chicago's John Lemme, a first year Expert, became a brand new hero on his home grounds by walloping Nixon, Rall and former National Champion Dick Mann in a photo finish

With still another qualifying semi-final to go, Reiman's carburetor broke and other notables were eliminated. Nix had the win all the way.

It was the second and final semi main where Markel came on like a real champion on the last lap to eke out the transfer spot. Dan Welty won the race, followed by Dovel, Nixon, Rall and last but still fast, Bart Markel.

AMATEUR SHORT TRACK SHOW

Texas Jack McNairy took the lead from Keith Nadler to carry off the Amateur class gold at Santa Fe the same night. Both are Harley Sprint-men. Third was Keith Krause on a Cub.

BIG SUR LOOMS

California's Loners Motorcycle Club will convene at Big Sur on the rocky central coast for their 2nd Annual Big SurPrize Ride-In for the entire three days of the Labor Day weekend.

Fiercely proud of their undisputed title as the "World's Least-Organized Motorcycle Club", the Loners will feature a refreshing lack of planned festivities for all of the riders attending. There is no formal membership, there are no dues or admission fees, nor will any money be charged for this special meeting of the Loners. It is a well known fact that many of the campsites in Big Sur are free, but the club gives fair warning that local restaurants and motels are crowded and expensive. Loners are advised to bring cooking and camping gear from home. There are grocery stores in the area.

In an attempt to circumvent the Loners ban on crass commercialism entering into the club activities, Cycle News will donate enough balloons and rolled-up newspapers (guess which!) to stage a balloon-bust contest on motorcycles. This semi-scheduled event will take place somewhere on Nacimiento Road around 3 pm Sunday. In keeping with the non-rules and vague regulations of the Loners, no trophies, prizes or purses will be awarded for the aforementioned contest.

POINTS RACE

Pace Quickens

With their finishing positions in the Peoria and short track Nationals, the leading points scorers in the 1966 Grand National Champion race are first, Markel, Nixon second, Mulder third and Draayer fourth. Sammy Tanner is 5, 6 is Buddy Elmore, 7 Reiman, 8 White, 9 George Roeder, 10 Babe DeMay, 11 Dick Mann, and 12 Mert Lawwill.

Next on the list of points battles are the three western nationals this month at Ascot, Carlsbad and Sacramento, California. All three are J.C. Agajanian promotions. Watch Cycle News for further developments.

BONNEVILLE

CYCLE SETS SPEED MARK OF OVER 245 mph

Yamaha	1	APS-A-250	Roy Valasquez	Record, open	New Record 114.094	8/22
Indian	35	S-A-1000	Bert Munro	Record, open	New Record 168.066	8/22
Honda	115	APS-A-175	J. Prescott	Record, open	New Record 111.947	8/22
Moto Beta Single	311	APS-C-100	D. Anselm	Record, 63.111	New Record 78.432	Broken
Yamaha	1a	A-A-250	Roy Valasquez	Record, open	New Record 104.455	8/23
Honda	12	APS-C-500	Walter Magness	Record, open	New Record 115.549	8/25
Honda	15	A-A-175	J. Prescott	Record, open	New Record 100.905	8/23
Yamaha	17	APS-C-100	Robert Sharp	Record, 78.432	New Record 81.103	8/23
Triumph	21	C-A-650	Don Harris	Record, open	New Record 146.266	8/23
Moto Beta	65	C-C-175	Jim Buckmaster	Record, 81.53	New Record 83.284	Broken
Moto Beta Twin	311a	APS-A-100	Don Anselm	Record, open	New Record 80.107	8/23
Bridgestone	11	C-C-175	Kerry Clark	Record, 83.284	New Record 83.765	8/24
Honda	115a	APS-A-125	J. Prescott	Record, 102.375	New Record 107.577	8/24
Triumph	10	A-A-3000	Murray & Cook	Record, 164	New Record 191.302	8/25
Triumph		S-A-3000	Bob Leppan	Record, 230.269	New Record 245.000	8/25

Bonneville 1966 – Salt! with speed for Pepper. A torpedo-shaped motorcycle driven by Robert Leppan of Mt. Clemens, Mich., set a world speed record for cycles Thursday of 245.667 miles an hour.

Leppan, piloting the Gyroanut X1 designed by Alex Tremulis of Northridge, Calif., smashed the former mark by more than 15 m.p.h. with two day runs of 243.572 and 247.763 m.p.h.

The American Motorcycle Assn. timed and certified the record, set during the week-long Bonneville National Speed Trials on the western Utah salt flats.

The Gyronaut was powered by two 650cc Triumph motorcycle engines operating on alcohol fuel. It used Goodyear land speed record tires.

The old motorcycle speed record of 230.27 m.p.h. was set Aug. 24, 1962, by Bill Johnson on a nitro-powered streamliner.

Southern California Timing Assn. officials stated that the salt was in the best condition in seven years. The racing surface was nine miles in length. Two miles led from a starting line to quarter-mile speed traps and more timing lights were set up at 3, 4, and 5 miles, leaving four miles as a shut-off area.

The salt is tremendously corrosive to mechanical devices. It is not only upon the ground but in the air and sticks to any metal surface with tremendous adhesive powers. I saw jets removed from carburetors that appeared as though they had been preserved in salt. Various nuts and bolts had to be chiseled from their positions and what had been lustrous paint jobs were destroyed by corrosion and abrasions. The human hide became dry and burnt and if your eyes were not protected from the dazzling glare of the white salt, a form of "snow blindness" could set in. Even though dark glasses were the uniform of the day, competitors eyes resembled Bloody Marys with stuffed olives.

Competitors & Machines

All of the high speed enthusiasts (better known as "nuts") did not arrive together but came one or two at a time until the cycle pits became impressively full.

Mr. Earl Flanders was the man responsible for safety checking and validating the legality of each machine. His work had begun far in advance of "speed week," receiving pre-entries and making classification. At the salt, Mr. Flanders was assisted by Rich Richards who was invaluable in rapidly expediting entries.

Only a small portion of the competitors aspired to break an existing record, but many played the game of juggling classifications to run for a guaranteed record in a class that had more. As time goes on the classes will be void of empty spots and everyone will have to break an existing mark. This will be much of the case next year.

There were three machines that eclipsed all others in speed attainments. One was the old salt pro Burt Munroe and his Indian. Bert unloaded his streamliner from the trailer and made a run through the traps at a speed of 172 miles per hour. This little bullet has no skids or other stabilizing devices and upon coming to a stop it falls upon its side like a tired runner. The Indian powered streamliner set an official record of 168.066 (two-way average) in the S-A-1000 Class. The S-A designates, streamlined with altered engine and 1000cc maximum displacement.

Boris Murray rode the twin-engine Murray & Cook Triumph that you com-

(Continued on page 9)

PEORIA TT NAT'L

EDDIE MAKES IT FOUR

District 37's major contribution to AMA professional racing, Eddie Mulder, led flag to flag taking his fourth straight TT championship at the Peoria steeplechase last Sunday. Pausing on the yellow-flag lap to motion Bart Markel (running far behind in second) to catch up, showman Eddie hoisted his front wheel, cocked it and roared across the finish, to the deafening delight of the largest crowd ever.

With no grandstands, and the fans packed densely around the hilly course, Eddie probably felt as much at home on the Illinois landscape as he does (or did) at Hopetown regularly. This is the second Peoria win in a row for Mulder and the Triumph brand.

The results were: (no time)

1. Eddie Mulder Triumph, 2. Bart Markel H-D, 3. Gene Romero Triumph, 4. Dusty Coppage Triumph 5. Sonny Burres Triumph, 6. Ronnie Rall Triumph, 7. Bennie Bowden H-D, 8. Jack Simmons Norton, 9. Jim Corpe BSA, (following did not finish) 10. Dick Mann Matchless (mechanical lap 12), 13. Don Howell Triumph (Mechanical lap 11), 14. Chris Draayer H-D (out lap 5 while running 2nd).

Eliminated in the preliminary struggles were Dick Hammer, Swede Savage, Skip Van Leeuwen, Ralph White, Bobby Winters, Jack O'Brien, Roger Reiman and Eddie Wirth.

Gary Nixon, Buddy Elmore, Mert Lawwill, Dan Haaby and Fred Nix were unable to qualify.

The event was recorded on videotape by Wide World of Sports for presentation on L.A. Channel 7 (watch our calendar for the time).

In the 10 lap Amateur Final Harold Lyons of Indianapolis rode his BSA to win in a time of 5 minutes, 32.32 sec.

Complete Photo coverage in Cycle News next week.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

SEPT. 1–15

ISLE OF MAN – events started Aug. 20th. Sept. 1, Vintage Motorcycle Rally, Sept. 3–4: Two day Trial, Sept. 3–5: Motorcycle Gymkhanas, Sept. 5–12: M.G.P. Practice, Sept. 13–15: Manx Grand Prix.

FRIDAY, SEPTEMBER 2nd

SPORTSMAN SCRAMBLES - by Delta Falcons M.C. at Lodi Cycle Bowl. Class "C" traction only. $1.00 to ride or watch. Sign up & practice 6 to 7 pm. Races at 8 pm. AMA sanct. Lodi, Calif.

4 STAR CLASS "C" CHAMPIONSHIP RACES – Blue Barons M.C. at Graham Speedway. Graham, Wash.

½ MILE RACES – At Ascot Speedway. Gardena, Calif.

SATURDAY, SEPT. 3rd.

NITE SCRAMBLES–Explorer Post 305 at Madera Fairgrounds.

NITE SCRAMBLES – Hi-Hats M.C. at Hayward Speedway.

NITE TT SCRAMBLES – At Ascot Speedway. Gardena, Calif.

1/3 MILE FLATTRACK - at Santa Maria Speedway on Hiway No. 1 near Santa Maria. 250cc only, professional $450 purse. Gates open 6:30 pm, racing at 8:00. Promoted by M/C Racing Promotions. AMA sanctioned.

NITE SCRAMBLES–Explorer Post 305. Last Chance this season, AMA sanctioned. All classes. Pit gate open at 5 pm, practice 6 to 7 pm, signup closes at 7 pm, sharp. Race time at 7:45 pm. Big Grandstands. Fast Ascot type track of the Madera Fairgrounds, Madera, Calif.

SEPT. 3, 4

4th ANNUAL ROSARITA 50-MILER by Hi-Boots M.C. of San Diego, at Rosarita Beach. Limed from 2 miles N. of Rosarita, camping area avail. Ltwt. Sept 3, Open Sept 4, 1 pm, Trophies for all classes. Fee $3.00 Straightaways. Three number plates required. AMA approved. Rosarita Beach, Baja Calif, Mexico.

SEPT. 3, 4 & 5 (Labor Day)

BIG SUR-PRIZE - cleverly non-promoted by Loners M.C. Unorganized trail-riding, fireroad sliding folk-singing, tripping, bottle-cap flipping, bunny-chasing ... plus camping and damping..(in the ocean, you fool!) Side trips to Hearst's Castle, historic Monterey and Fort Ord (well known for Meningitis!) Limed from Limestone Kiln Creek at Hiway 1 (mid-Calif). No admission chg. B.Y.O.

PINE CONE RUN – by So. Calif. Road Riders Committee. To Carson City, Nevada. No official start, leave from home. Register at Mint Casino. Big buffet dinner. Entry $3.00, mail in post $4.00. For info. call (213) GA 3-2058 or (714) YU 3-2524. AMA sanctioned.

24– HR. ENDURANCE- by Wheels M.C. of Thorton, Colo. Money prizes to winners. Two men per machine. For info., write: Dennis Bruce, 9461 Decatur, West Minster, Colo.

SUNDAY, SEPT. 4th

SCRAMBLES – Los Gatos M.C. at Alviso Postponed

SUNDAY SCRAMBLES – Dunes Speedway at Hauser, Oregon Nat'l. Riders Assoc. sanctioned.

HARE SCRAMBLES – two 16-mile loops starting at 10:00 am sharp at the Ponderosa Inn, 15 miles East of Lancaster, Calif. on Ave. "J". No AMA or Dist. #37 cards needed. Pie-plate numbers O.K. Overnight campers welcome, Picnic tables, BBQ pits, country bkfst., beer, soft drinks, sandwiches at stand.

SANTA MARIA SLO-POKES M.C. Sportsman Flat Track Sunday night 7:00 p.m. Qualifying starts at 6:00. Santa Maria Speedway.

2nd ANNUAL CALICO 50 - by Hi-Jinx M.C. a 50-mile race on dry lake bed 10 miles E. of Barstow on U.S. 91, (take Ghost Town turnoff ... limed from Harts Restaurant. Trophies for classes to 80cc, and 125cc. Time trials at 9:30 am. Races at 11:00 am. Al riders must wear helmets!

SEPTEMBER 4th and 5th

JACKPINE ENDURO NATIONAL CHAMPIONSHIPS - at Lansing, Michigan. Seven riders going from L.A. area. Room for more. For info. call Don Kemp, 393–3315 (days) or EX 2–1258 (nites).

SEPTEMBER 5th

SANTA MARIA SLO-POKES Sportsman TT. Monday Afternoon. Gate opens at 12:00 p.m. Santa Maria Speedway.

POKER RUN – by Petaluma Road Runners M.C. AMA sanct. Admission $1.50. Signup 9 to 11 a.m. Trophies. Start at Rich's Gulf Service, 1490 Petaluma Blvd. North. Next to Rock-A-Billy A Go-Go.

FRIDAY, SEPTEMBER 9th.

NITE SCRAMBLES – Stockton M.C. 4th Annual Retarded Children's Benefit at Lodi Cycle Bowl.

NITE SCRAMBLES–Madera Braves M.C. at Clubgrounds.

4th ANNUAL BENEFIT SCRAMBLES–by Lodi M.C. and Stockton M.C. at Lodi Cycle Bowl. Proceeds to San Joaquin Assoc. for Retarded Children. Signup 5:30 p.m. to 7 p.m. race at 8 p.m. Big prizes.

SEPT. 9th & 10th

8-MILE NATIONAL CHAMPIONSHIPS – at Ascot Park, 183rd at Vermont, just off Harbor and San Diego Freeways in Gardena, Calif. A purse of $4,750.00. Qualifying... Friday, Sept. 9, at 8:30 p.m. plus a complete Novice show. AMA Races: Saturday, Sept. 10 at 8:30 p.m.

SATURDAY, SEPT. 10th

NITE SCRAMBLES – Hi-Hats M.C. at Hayward Speedway.

SUNDAY, SEPT. 11th

ALL BIKE DRAG MEET - at Lions Drag Strip in Long Beach. $1000 purse. Gates open at 9 am. AHRA classes, sixty-six trophies. The first AMA, AHRA sanctioned ¼/mile record at Lions.

SCRAMBLES – By Vegas Valley J.C. at Vegas Valley Raceway, South of the city on old L.A. Hiway. Practice 8:00 am, Races start at 9. All classes, 50cc and up including Powder Puff.

CLASS C TT SCRAMBLES–Mesa Speedway, Otay Mesa, So. San Diego. Limed south of Chula Vista on highway 101. Take Main st. turn off East and follow arrows. Track is located East of Brownfield Airport. Entry fee–$2.00, Admission–$2.00 for adults, $1.50 for under 16, free for under 12.

SCRAMBLES – Mt. St. Helena M.C. at Castle Rock Fairgrounds, Wash.

SCRAMBLES – Far West M.C. at McKinleyville, California

SCRAMBLES – Atascadero Ramblers M.C. at Atascadero Speedway.

SCRAMBLES – Palo Alto M.C. at Fremont, California

SCRAMBLES – Capitol City M.C. at Dixon, Calif.

SCRAMBLES – Tracy M.C. at Manteca, California

1 STAR CLASS 'C" TT–Silverdale Speedway. Bremerton, Wash.

NITE SCRAMBLES – Fresno M.C. at Fresno, Calif.

DIST. 37 CHAMPIONSHIP HARE SCRAMBLES – Presented by Antelope Ramblers M.C. Starts 9 a.m. sharp. Separate trail bike course. Entry Fee $4.00 (incl. ambulance) Side Hacks Welcomed. Finisher pins & refreshments provided by club. Limed from Red Rock Canyon, take highway 14 north from Mojave, Calif.

EUROPEAN SCRAMBLES–By Los Ancianos M.C. Practice at 9:30 am, 500cc & open race 10:30 am, 250cc race 11:30 am. 100cc race 12:30 pm. Limed off Miramar road between Highway 101 (interstate 5) and Hiway 395. 12 miles north of San Diego, Calif. AMA sanction, Entry fee $2.50.

AFM ROAD RACES – Cotati Raceway, (Rohnert Park) turnoff from US 101. Action starts at noon to 5 pm. $$ prizes for G.P. winners. All riders must belong to AFM, yearly membership fee $2.00. Registration from 8 to 10 am sharp. Entry fee for G.P. bikes $10.00, Production bikes $5.00, additional machines $2.00. Trophies for all classes 50cc to open. Riders coming 200 miles or more receive free entry, but must buy pit passes for themselves and pit crew. MICUS competition licenses are required. For info contact: H.I. Finger, 637 Gough, San Francisco. 567-3389.

MONDAY, SEPT 12th

ROAD RIDERS COMMITTEE MEETING–September meeting changed to this date because of Labor Day weekend. Club room of the Samoa Village Trailer Park, 310 E. Philadelphia St., Ontario, Calif. (East of Euclid and South of Mission.)

THURSDAY, SEPT 15th

Opening of entries to 8th ANNUAL DIRT DIGGERS MOTO CROSS Hopetown, Lightweights will be Nov. 19, Big Bore Nov. 20. No entries excepted until Sept. 15th. Entries close midnight Oct. 29th. Post entries $100.00 - Address will be given later.

SATURDAY, SEPT. 17th

NITE SCRAMBLES–Sprockets M.C. at Bakersfield, Calif.

TT SCRAMBLES – Hi-Boots M.C. at Dehesa. Practice at 10:00 a.m. Race at Noon.

1/3 MILE FLATTRACK - at Santa Maria Speedway on Hiway No. 1 near Santa Maria. 250cc only, professional $450 purse. Gates open 6:30 pm, racing at 8:00. Promoted by M/C Racing Promotions. AMA sanctioned.

ARIZONA STATE M/C DRAG CHAMPIONSHIPS - at Tuscon Raceways. Souvenir medals to all bike entrants. Big money awards to winners. Motorcycles classed by elapsed time.

NITE SCRAMBLES – Fort Sutter M.C. at Sacramento, Calif.

NITE SCRAMBLES – Hayward M.C. at Hayward Speedway.

SUNDAY, SEPT. 18th

TT SCRAMBLES – Four Aces M.C. at Prado Park. Lightweights practice 8:00, heats at 8:30. Heavyweights (Novices included) practice at 12:00, heats at 12:30. A District 37 Point Run, A.M.A. Sanctioned.

EUROPEAN SCRAMBLES – by Groundshakers M.C. limed from Las Vegas Blvd. So. and Spring Mtn. Rd. Start at 8:30 am. All types of terrain. Free refreshments for all entries.

NATIONAL CHAMPIONSHIP ROAD RACE - at Carlsbad, Calif. A 75-Mile National.

SAT. & SUN., SEPT. 17-18

2nd ANNUAL WISHING WELL RUN (COPY TO COME)

FRIDAY, SEPT. 23rd

½ MILE RACES – At Ascot Speedway. Gardena, Calif.

SATURDAY, SEPT. 24th

TULARE ½ MILE–by Visalia Ramblers at Tulare Fairgrounds.

NITE CHAMPION SPORTSMAN RACE – Mt. Baker M.C. at Bellingham, Washington.

SUNDAY, SEPT. 25th

10 MILE NATIONAL CHAMPIONSHIP – at San Jose. CANCELLED

POKER RUN – 1st Flying Wheels M.C. at Manteca, California

2nd ANNUAL SCRAMBLES–Masterlinks M.C. at Hanford, Calif.

20-MILE NATIONAL CHAMPIONSHIP MILE – at Sacramento.

STATE CHAMPIONSHIP HARE AND HOUNDS–by Shamrocks M.C. Starts 10:00 a.m. Entry $4.25. Limed from Red Rock Canyon. AMA Point Run, Trophies.

FRIDAY, SEPT. 30th

NITE SCRAMBLES – Fresno M.C. at Fresno, Calif.

SEPT. 30, OCT. 1st, 2nd.

CYCLE ACTION THEATRE–three hours of motorcycle racing films. Las Vegas Convention Center. 8 p.m. Paradise Rd. and Convention Center Dr. Sept. 30.

Oct. 1, 8 a.m.
MOTORCYCLE INSPECTION AND SAFETY CLINIC–Las Vegas Jr. Chamber of Commerce. Convention Center Parking Lot.

OCT. 1, 2 p.m.
MOTORCYCLE RIDE–Ride to Day Dream Ranch, 2465 E. Warm Springs Rd. Swimming, Dancing (live music), Ranch Dinner, Night Hay Ride, free camping facilities. Entry––$2.50 for adults, $1.75 for children.

OCT. 2, 8:30 a.m.
POKER RUN–Las Vegas Motorcycle Dealers Association. Trophies, merchandise prizes. Pick up first card at any M.C. shop. Ride ends at Sunrise Raceway. Entry––$1.00.

OCT. 2, 11:30 a.m.
TT SCRAMBLES–Silver City M.C. Sunrise Raceway after the Poker Run. Three entries make a class. AMA sanctioned. Class C traction recommended. Powder Puff Race.

SAT. & SUN. OCT 1–2nd.

CHAMPIONSHIP TT-$3,400 purse. Champions Speedway, Brisbane (across the bay from Candlestick Park). Oct 1st–time trials, practice and Novice events. Oct 2nd–practice and 100 lap TT. Gate opens 8:00 a.m. practice at 9:00 p.m. Racing begins 2:00 p.m.

SUNDAY, OCTOBER 2nd.

Class A SHORT TRACK – at Madera Fairgrounds, off Hiway 99 No. of Madera, Calif. AMA sanct., $600. purse. Race at 2:00 pm.

SCRAMBLES–San Francisco M.C. at Uvas Dam.

SCRAMBLES–Marin County M.C. at Novato.

CACTUS DERBY NATIONAL CHAMPIONSHIP ENDURO–Riverside Bombers M.C. AMA sanctioned. Will run–rain, shine or heat. Start and finish 8 miles south of Barstow. Take central Barstow off-ramp – no lime to start. First rider leaves 7.01 a.m. LEGAL EQUIPMENT REQUESTED, water proofing might be necessary. Classes–0-250cc (A&B), 251cc & up (A&B), 100cc class 100 miles long, under and over 16 years, sidecars (6 entries make a class). Entries close Sept. 18, 1966. Riding numbers by drawing. Mail entry $5.00, Post entry $7.50. Address entries to: Gene Lindley, P.O. Box 1002, Cherry Valley, Calif. 92223. Any standard entry blank accepted.

SUNDAY, OCT. 9th.

10th ANNUAL SCRAMBLES–Taft M.C. at Taft.

SCRAMBLES–Richmond Ramblers M.C. at Richmond.

POKER RUN–Golden Bears M.C. at Manteca.

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY–limed from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside $1.50 'till closing date Oct 2nd, Post entries, $2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

SCRAMBLES – by Los Gatos M.C. for Men only, no womens class. You must have folding foot pegs and three number plates and all AMA safety regulations. AMA sanctioned. Signup opens 8:30 am, and closes 11:00 am. Practice 9 to 11 am. Class "C" tires. Refreshments and lots of good trophies. Held at Fremont Drag Strip just off Durham Road, Fremont, Calif.

Weekly

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK – Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

EVERY THURSDAY NIGHT

ACA SHORT TRACK – South Gate Speedway. Pit gates open at 6:00 p.m., close 7:00 p.m. Professional Class A rules, 50cc, 100cc and 250cc classes. Take Firestone cutoff east of Long Beach Fwy. to Garfield, south on Garfield one block to Southern, west on Southern to track.

EVERY FRIDAY NIGHT

SCRAMBLES - Lodi M.C. at Lodi Cycle Bowl. Dist 36 AMA sportsmen sanction. Signup and practice 6:00-7:00 p.m., 6 or more riders make a class. Class C traction, high point trophies all classes. Every Friday night through Aug. 26. Call 368–7182 for further information.

HALF-MILE FLAT TRACK–Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

PRACTICE SESSION – South Gate Raceway (Firestone and Long Beach Fwy.) NO License or membership necessary. 500cc singles only, no brakes. For further information call (714) 842-3813, ask for Mike.

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.

SATURDAYS

DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE–First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK – Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closes 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

TT SCRAMBLES - Elsinore Race Track. Every Saturday night starting July 16th. Practice starts approximately at 4 o'clock. Entries close at 7 o'clock. No points, but trophies given, with opportunity for plenty of fun racing.

NITE FLATTRACK RACING at Dunes Speedway, Hauser Oregon. 7 miles north of Coos Bay. Sanctioned by N.R.A. Racing starts at 8:00 p.m. Racing will be every Saturday nite except Aug. 6th.

FRIDAYS & SATURDAYS

DRAG RACING - Lions Drag Strip Long Beach. 3:30 pm. on Friday. 1:00 pm Sat. Trophies and E.T. Brackets. 223rd St., South of Alameda.

GET ALL THE FUN OUT OF YOUR MOTORCYCLE INVESTMENT –– GO FOR A RIDE SOMEWHERE, PARTICIPATE IN A TOUR, ATTEND A COMPETITION EVENT LISTED HERE.

RAINBOWS POT OF GOLD IS A BARREL OF FUN!

Photos & Story by John Shedd

Bikes, bikes, bikes, two-wheelers, three-wheelers and sidecars; all were included in the 275 entries of the fourth annual Rainbow's Pot of Gold Run. The riders left Santa Ana Harley-Davidson after free coffee and donuts, between 8:00 a.m. and 10:00 a.m. all bikes were on the road looking forward to 115 miles of cycling fun.

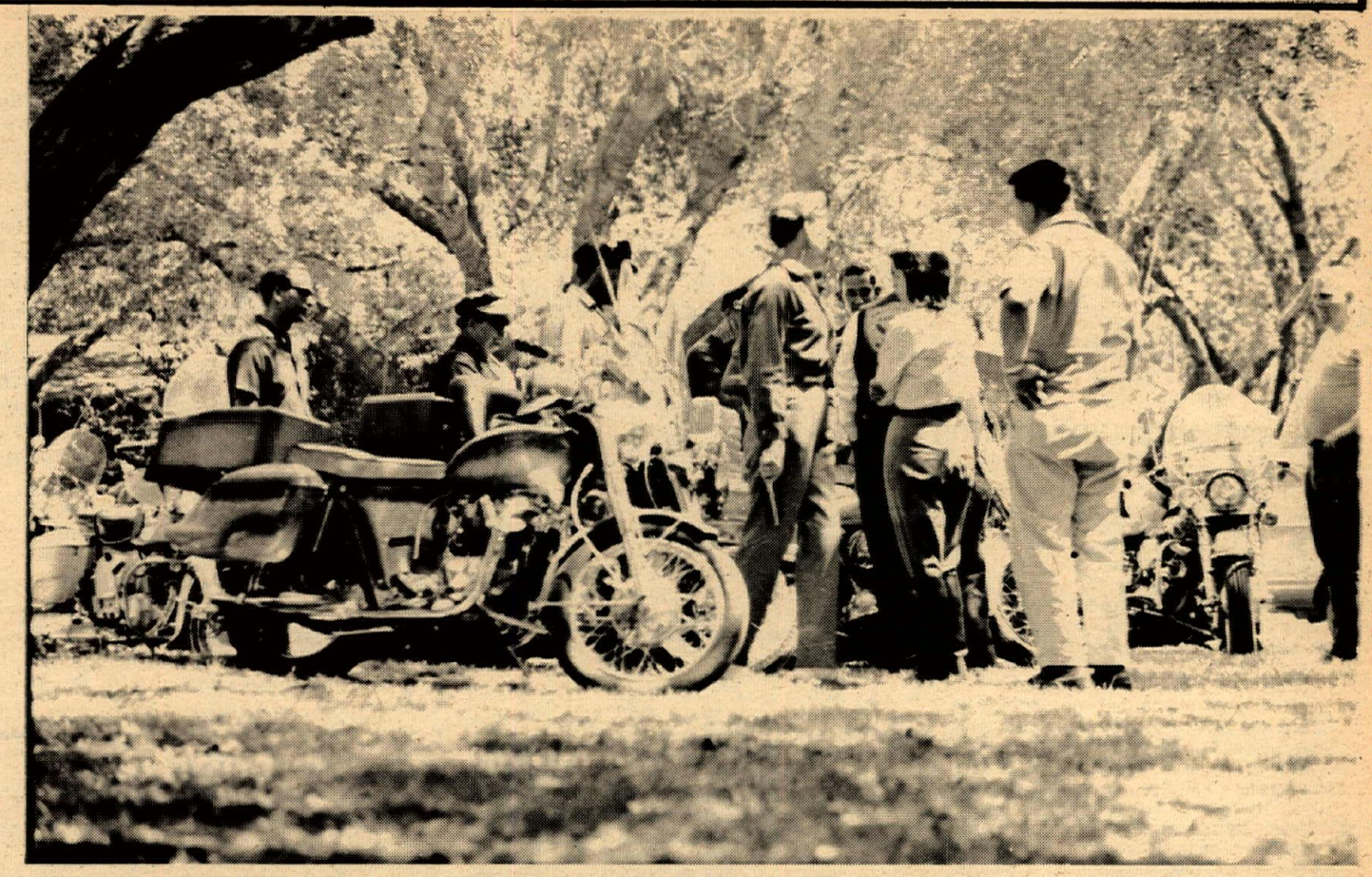
The sky was overcast at the start; but about 9:00 o'clock the sun was peeking through. Soon it was a beautiful sunny day under a bright blue sky.

The first leg of the trek led down Interstate 5 to Harbor Boulevard. From Harbor the riders swung right on Imperial Highway, then left on Valencia through the twisting, winding roads of Carbon Canyon. After leaving Carbon Canyon, the cyclists headed to Corona via highways 91 and 71. Upon leaving the check point in Corona, the map led the riders farther along Highway 71 to Elsinore, where they picked up Highway 74 into Perris. Many riders arrived in Perris between 11:00 o'clock and 1:00 o'clock, giving the restaurants a booming business when they stopped for lunch and refreshments. From Perris the run continued on Highway 74 to the Winchester turn off passing Murrieta Hot Springs and Temucula to Rainbow Oaks, an appropriate name for the Rainbow's finish. The Shady park there provided shelter from the sun for bikes and riders. Picnic lunches were the order of the day; and for those who didn't bring their lunch, the grocery store adjoining the park provided the makings for the do-it-yourselfers. For those who liked the easy way out, there was also a restaurant adjoining the park.

The last riders were in by 3:00 o'clock; then the games began. The first game, if you can believe it, was a cracker eating contest. The first to eat five crackers and whistle was the winner. There was also a wheel-barrow race, a backward race (on all fours), a race balancing a cup of water on one's head, and a balloon puffing and popping contest. The final game was a tug-of-war between clubs. Four members of six different clubs participated. The biggest he-men were the Sociables, who won out after quite a battle with the Cruisers.

The sweepstakes trophy went to Moews Joseph who guessed nearest to the number of beans in a bag. His guess was 913 beans and the bag contained 912. A special trophy was presented by the Past Presidents Motorcycle Association to the rider with the oldest AMA membership who had never won a trophy. The winner had been a member for 25 years. The Rainbows also presented a nice plaque to the park manager.

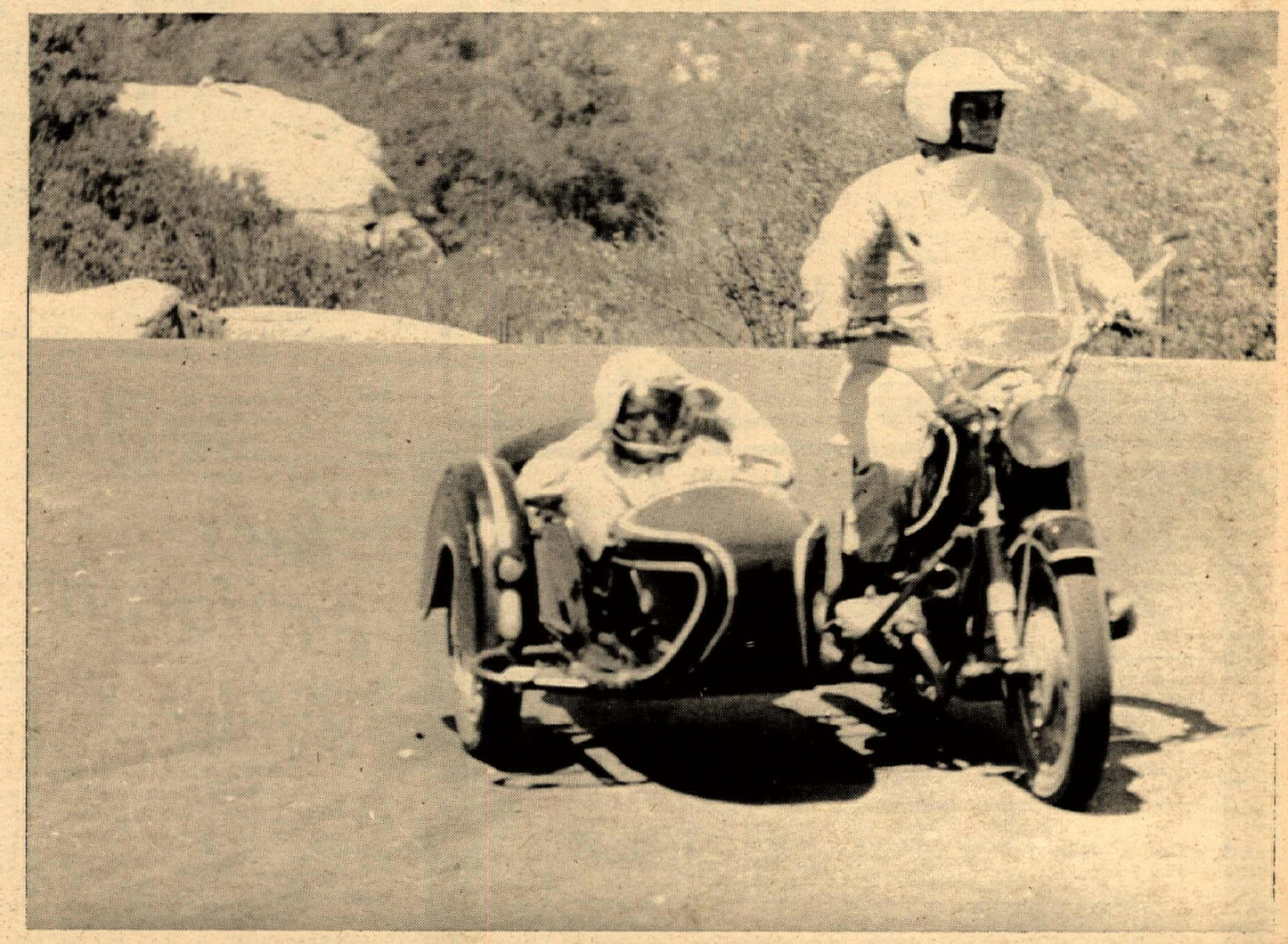
The pot of gold at the end of the rainbow turned out to be a barrel of fun for 275 cycle enthusiasts.



Rainbows M.C. annual road ride finished appropriately at Rainbow Oaks Park, a cool and shaded oasis in the desert. Here the riders pause after the fun to admire machinery, unpack picnic lunches and swap stories and motorcycle lore.

Uniform club enthusiasts just aren't happy unless everything is lined up neatly, as witness the helmets here.

Lady foots it slightly, rounding the sharp turn into the park.



More than a few sidecar combinations made the journey. This father and son team arrived on a glistening, silent BMW rig.

RESULTS

RAINBOW'S POT OF GOLD RUN

SWEEPSTAKES WINNER
Moews Joseph

YOUNGEST AMA RIDER
Richard Hess

NEWEST MOTORCYCLE
John Simplier

BEST APPEARING CLUB
Lucky Wheels

MEN SOLO RIDERS
1. Jack Whetnall
2. Gerald Fullerton
3. Ed Schrek
3. Bill Miller
4. Jep Hansen
5. Wayne Wilson

LADY SOLO RIDERS
1. Marjorie Clark
2. Polly Jennings

PASSENGER
1. Connie Hendrexson
2. Jeannie Turnbull
3. Billy Patterson
4. C.H. Luckinbill

SIDECAR
Burney Clark

VOICE of CALIFORNIA

CALIFORNIA AMATEURS STILL CRITICAL

Rick Vetter and Joe Schmidt, the two California Amateur class riders that were injured at the Springfield 50 mile National are still listed in critical condition. Both racers are reported still in a coma.

The accident that sent the Californians to the hospital occurred in the first Amateur heat race when Jack McNairy went down and the group behind him went wide to avoid hitting the fallen man. This was the crash that took the life of Bill Corbin from Marion, Ohio.

ACA INSURANCE INFORMATION

August 3, 1966

Dear Mr. Wilson:

I received a note from Chuck Clayton at Cycle News that you had been injured at one of our Irvine events. I'm sorry but I do not remember your incurring any injury, and if you had notified us earlier of this injury, we would certainly have taken care of this matter. I will state that a month ago we were informed by a rider that he broke his leg at our event but neglected to tell us about it for a month and neglected to have it cast for two weeks. We informed the insurance company and they contacted the attending physician and denied the claim on the grounds the leg could not have been broken for two weeks prior to having it cast, and also the fact that this person waited one month to notify us of the injury. I hope you're not this individual. I also would like to inform you there is $100 deductible on the policy. We are enclosing an Accident Report form and Certificate of Attending Physician form which should be filled out and sent immediately to the insurance agent listed thereon.

Yours truly,
W. S. Cooley,
President

I received the enclosed letter from the ACA regarding an accident and thought that other riders would be interested in the insurance policy held by this association.

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JIM JINGU AILING

Jimmy Jingu, well-known National Sales Manager for Yamaha International is spending a few weeks in Hollywood's Kaiser Foundation Hospital after suffering a mild coronary. "No big thing", Jimmy's friends report. "Just a warning to take it easy."

the Pub. Biz:

JENNINGS VOWS CYCLE WILL BE FIRST

Next month Gordon H. Jennings, former Technical Editor of Cycle World magazine, will officially become the Editor of Cycle Magazine, formerly owned by Floyd Clymer.

Cycle was founded in 1950 by Peterson Publishing Co., who are famous for their Hot Rod and Motor Trend magazines. Clymer bought it in 1952 for a reported $1,000 and sold it recently to Ziff-Davis of New York City for a price rumored to be in the neighborhood of half a million dollars.

Recently Cycle News interviewed Gordon Jennings to find out what the future holds for Cycle magazine.

A native of Brawley, California, Gordon served as a munitions technician in the Navy. He worked for Road and Track magazine along with his former employer J.C. Parkhurst, publisher of Cycle World. He was west coast editor for Car & Driver, a Ziff-Davis publication, before signing with the company full time. Jennings is in his early thirties, he and wife Bunny have three sons and his hobby is Egyptology.

Jennings said he would be leaving on September 7 for New York to assemble a staff. "The first all-Jennings issue will be dated November or December. I plan to make Cycle a whole lot more contemporary," says Jennings. "One thing people will probably notice more than anything will be the emphasis on American racing. We will encourage participation and try to make Cycle absolutely the best." Readers may recall that Jennings has raced two seasons with the ACA and one year in AMA sportsman and professional road races with some success.

Asked whether his friendship with Parkhurst will soften the rivalry between the two leading motorcycle monthlies, Jennings replied, "There is room for two real good magazines in this country. One of them is going to be first and we're going to be it. The sport in this country is worth a whole lot more attention than it's had in the past. Professional attention."

Regarding his decision to abandon sunny California for the sidewalks of New York, Jennings remarked, "If you want a whack at the Big Apple, you go to where the orchard is."

Jennings says that Cycle is now in the market for good material and will "pay extremely well." After September 7 Cycle's address will be 1 Park Ave., New York City.

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Sales Ban Lifted

Sales of 24 European-made motorcycles, banned a week ago, is legal in California again.

But only if the U.S. distributors promise to refit the machines with state approved headlights and taillights by Jan. 1, 1967.

"This will enable some dealers to remain in business who might otherwise have been ruined," said Highway Patrol Commissioner Bradford Crittenden.

Crittenden imposed the ban on sale of the 24 bikes—including the popular Bultaco, Ducati and Montesa models—on Aug. 19, culminating a two-year running battle to get the manufacturers, mostly Spanish and Italian, to equip the bikes with lighting devices that meet California Vehicle Code standards.

Crittenden said Friday that the distributors are being given 10 days to "certify that they will legalize their motorcycles."

By this, he said that he meant refitting with approved lighting all bikes sold before Jan. 1 and, for those sold after that date, making approved lighting a part of the original equipment.

The 24 bikes probably account for about 12% of motorcycles sales in California.

A Highway Patrol spokesman indicated Friday that officers would not make a policy of ticketing those bikes already in use which do not meet Vehicle Code standards.

"The most an officer will do, probably, is to suggest that a bike operator get an approved light for his cycle when the operator is being ticketed because a light has gone out," the spokesman said.

California distributors of the bikes had begun an intensive effort to reach an understanding with the Highway Patrol since the ban was imposed. Friday found distributors of two of the most popular models in Sacramento.

BRAND NEW MOTORCYCLIST

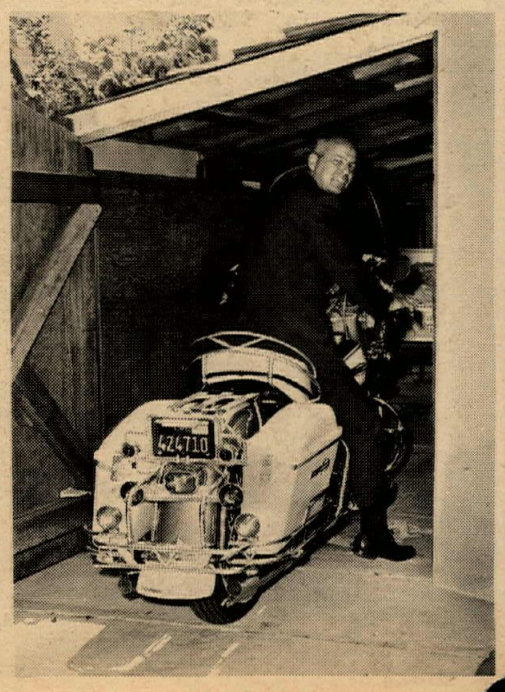
Charles Schott, Manager of Long Beach Honda, became a father Sunday, August 21. Steven Ashley Schott weighed in at seven pounds, twelve ounces. Mrs. Schott and little Steven are reported in fine shape but hospital authorities made no statement regarding the father's condition.

gePUNdheit !

In the pits at Ascot during a recent heat wave, one of the local hot-shoes cooled off between races with a soft drink. Trying to get the last of the ice came down in one big pile, landed in his face causing him to sneeze. Thus he quite literally "blew his cool."

Motorcycle enthusiasts are prominent in all fields. The sweet young thing, Susan Bradley, is Miss California of 1966. Her father, prominent Industrial Real Estate salesman Charles Bradley is a favorite customer of Joe Walker's Santa Ana Harley store.

Father of the beauty queen shows off the special motorcycle garage built against the side of his house. The family car and other such un-essentials filled the regular garage, so this special place of honor had to be erected.

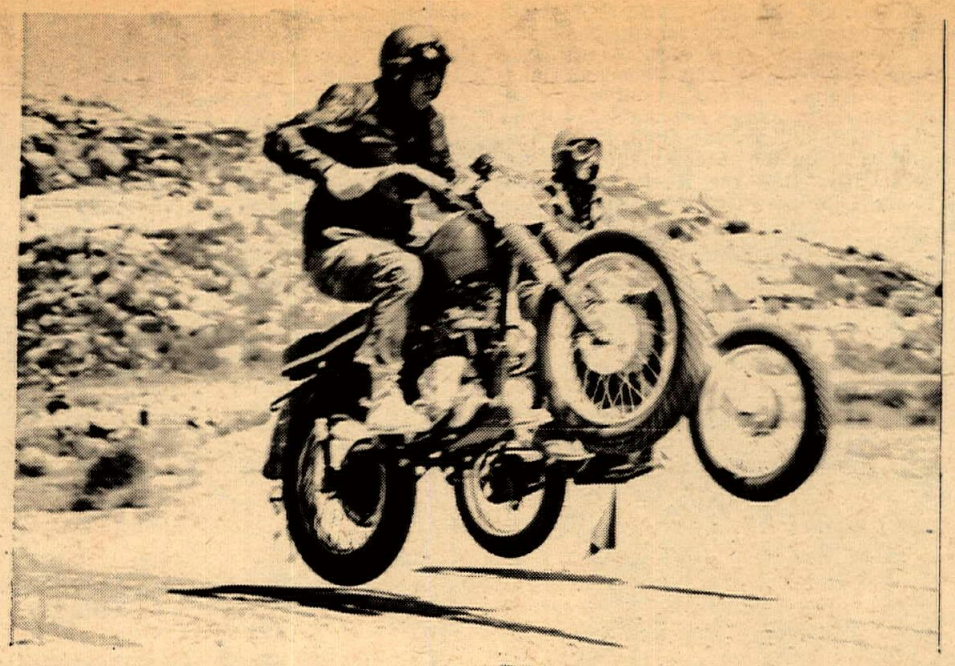


Miss California

THE BEAUTY AND THE MOTORCYCLE

Shown here is Miss California, Susan Bradley, recently chosen as the fairest in the land of the fair. With Miss Bradley is her father, Mr. Charles Bradley is a prominent real estate agent in the town of Orange.

Eighteen-year-old Susan normally resides with her parents in Tustin but is now in Mexico City on an educational vacation that is part of her winnings from the beauty pagent.



Sidehacks & DirtDiggers Turn Perris ON

Right, Keith Mashburn, currently first in district scrambles points, failed to win last Sunday... and that's news!

By Maureen Lee

When two clubs work together on an event, you can bet on one thing for sure, the organization is good, and there are plenty of flagmen. The Sidehack Association held their Dig-A-Hack TT Scrambles at Perris Sunday, and their "helpers" were the DirtDiggers. Both clubs worked hard, getting the races off in good shape, and sidehacks were used to keep the flag moving around the track to cover various positions, and it was great (for a change), to see riders get plenty of help when they went down.

It didn't appear to bother the big bore riders much that they had to get up early to ride the morning session, although one Triumph rider forgot and went to Prado first, arriving too late to race, and another ate ham and eggs too early in the morning and had to be fortified with Alka-Seltzers before his Go-Fast would go fast.

One machine was watched with considerable interest in practice. It was the beautiful new Matchless Metisse of Doug Douglas! We think that this was perhaps the debut of this bike at the local tracks, we've only seen one before, all shiny and new in a showroom, they GO! Unfortunately (for Doug) but fortunately perhaps for his fellow riders, he wasn't allowed to compete when Sports Committee President Jean Carter observed that the machine still had the European rigid footpegs on it, and that's against the rules. This is one rule that's always upheld when spotted and it's an important one.

The almost forgotten men of racing, the big bore Novices even got to ride the first race of the day, and there were so many of them that they had heats instead of motocross. In the Open Novice blast, a Lost Angel named Blum on a Royal Enfield got out in front and although determindly chased hard by two Shamrocks, Terry Dorsch and Gene Smith on Triumphs, held on to the lead.

The 500 Novices had a good Main Event in spite of a re-start when some of them played tangle-tires just before the swing up the hill. R. Nicolls won it although another BSA rider, R. Stinnett was hard after him. In third was Mike Smith on another Beezer, doing fine for his first ride on a big bore! The 500

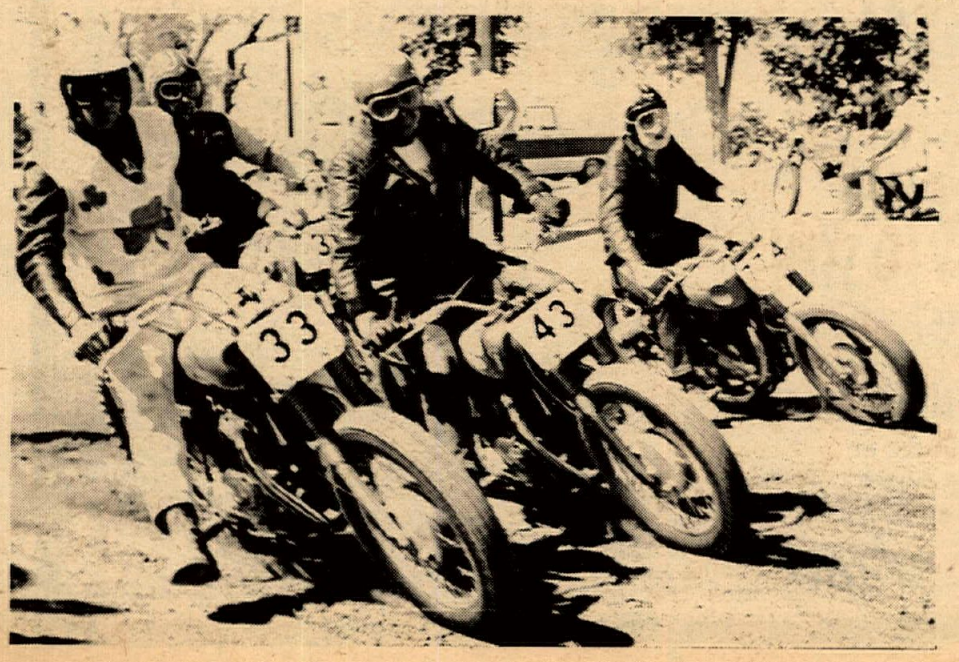
Amateur moto was a challenge between Mike Chamberlain, newly moved up from Novice rating, and Big Jim Crowell on a BSA, with Triumph-mounted Chamberlain having the highest number of points at the end of three. In third place was Dick Kouns, one of the "veteran" riders who love to go out and ride Perris to show the way around to some of the youngsters, on his equally veteran Goldstar.

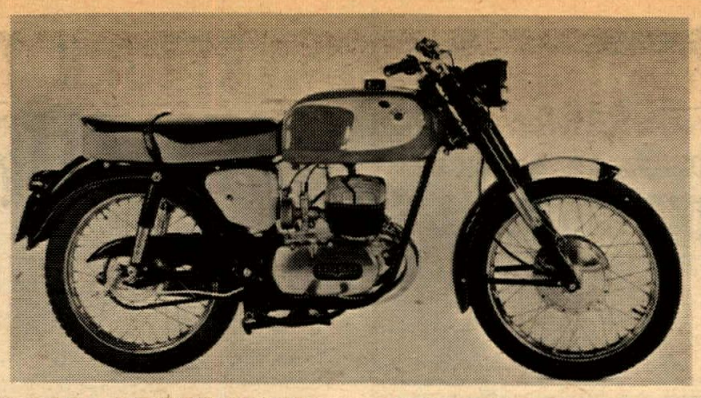
The 500 Experts got the treat of riding with the Open Experts, and racing was hot and heavy. In one heat, Jim Hunter had his hands full with C.H. Wheat on his tail, and in another, Larry Wilborn and Buck Smith had a wheel-to-wheel battle going with Larry just making the checkered flag. In the Main, Wilborn got the lead in the first lap, that was it, but in second was one of those "veterans" again, Jim Hunter on an "obsolete" Goldstar wailing away from the rest of the class. Considering the calibre of the talent behind him, that warn't easy! Did they ever make a 1000cc Goldie maybe?

We personally apologize in print at this point for having no lightweight coverage, but by the time they came to bat it was becoming increasingly evident that one member of the Lee family was over-due at the hospital for some X-rays. He became entangled with a Sinner wearing a long blonde pigtail who was "resting" in the middle of the track in the center of a dust cloud. We had to depart just as Kirk McDowell on a Honda was taking a win with David Ham on a Hodaka right behind him.

(Results on page 16)

Number 33 R. Bonner takes the pole and C.H. Wheat tries to split the difference in Open Expert preliminary. Bonner placed 3rd in the final.





HAYWARD SPEEDWAY
Aug. 20,1966
1st 200cc NOV. Main V. TRANBURG OSSA

TT SCRAMBLES
Perris Aug. 28,1966
1st 175cc AM-EX Moto LARRY PRESTON OSSA

HAYWARD TT SCRAMBLES
Aug. 20,1966
1st 200cc AM. Main MARK BRESLFORD OSSA

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RETURN TO VENTURA

Outstanding stars of Sunday's American Cycle Association return engagement at the Ventura fairgrounds event were sliding Steve Scott and Paul Wilde. Their performances, however, did not overshadow the 250cc trophy dash winner Ivan Oden who also won the 250cc B main event. As before, the 1/8 mile dirt track was smooth and slidy.

In the 50cc main, Paul Wilde pulled out in front with a substantial lead. In hot pursuit was #1 Steve Scott on his Honda, but Steve just didn't quite have enough steam to come within striking distance of Paul and he was forced to settle for second. In the 100cc main event Paul Wilde did it again, won the event with a substantial lead. In second place was Rick Woods on a Yamaha and third place went to John Wiley on a Honda. John was a local boy from Ventura and placed third in this event to the delight of the local fans. Steve Scott had been running in second place but went wide on Turn 3 and 4, lost his adhesion, causing him to go down.

In hot pursuit (of Oden in the 250 B Main) was Chuck Berry. A local boy from Ventura and one of the top riders in this area, Chuck is just getting the hang of this flat tracking and finds it very challenging.

Tommy Bannon on his BSA was running in third place but lost traction going into Turn 1. When he recovered, he found himself in last place and in hot pursuit to make up the time he lost, went charging into Turn 3 and repeated his previous performance. Picking up his machine and getting started again, Tommy went down the straightaway and into Turn 1 and again slid out. By this time, the young man from Palm Springs had pretty well had it and continued the event in last place without inspecting the course any further from his backside, but the fans appreciated Tommy's performance and his competitive spirit trying to regain his front running position.

The 250cc A main event winner was sliding Steve Scott from Thousand Oaks on his Bultaco. In hot pursuit was Mike Spitzer riding James Deehan's 250 Honda.. Mike did an excellent job for his first time on the machine, proving his versatility. DeWayne Keeter continued to thrill the crowd with his wheelies in the straight-aways. Earlier in the event, Mike Tillman had been running in third spot but got in trouble on Turn 2 and lost adhesion.

The finish of the Sunday event concludes the racing at Ventura Fairgrounds until after their annual fair. The next tentatively scheduled flat track event will be Sunday, September 16th.

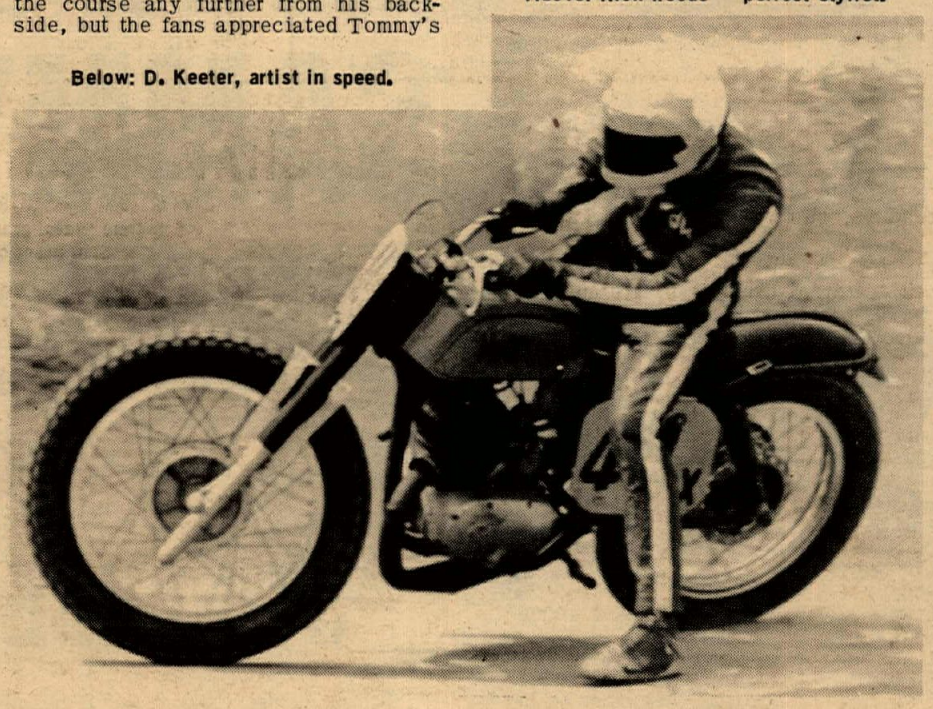
(Results on page 16)

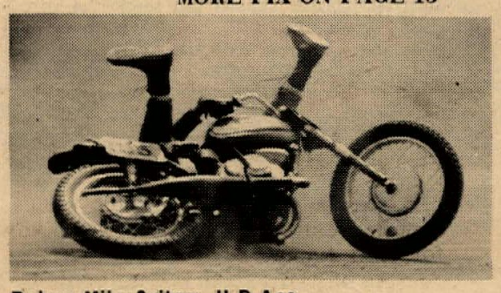
(Photos by Dennis Greene)

Above: Rick Woods - - perfect stylist.

MORE PIX ON PAGE 13

Below: D. Keeter, artist in speed.





Below: Mike Spitzer, H-D Ace.

HARLEY-DAVIDSON
SANTA FE SPEEDWAY
WILLOW SPRINGS, ILLINOIS
Aug. 26, 1966
25 LAP SHORT TRACK NATIONAL
#1 BART MARKEL
& HARLEY-DAVIDSON
also, Harley Sprints finished 7 out of 10 in the final.
ASCOT PARK, GARDENA, CALIF.
Marty MacDonald & his Sprint are in a commanding point lead in the very competitive Novice class at Ascot.

Southern California Harley-Davidson Dealers Association

DISTRICT #37 BIG BIKE SCRAMBLES POINTS as of JUNE 1, 1966

Pos. this Year	Nmbr. this year		Points as of 6-1-66
1	3	J. Hunter	460
2	6	J. Bassey	441
3	56	V. Nelli	403
4	1	B. Riley	395
5	5	M. Darling	324
6	7	D. Ballard	300
7	4	P. Brown	295
8	208	M. Posey	294
9	21	A. Sparks	285
10	10	J. Heynemann	251
11	9	M. Harper	245
12	410	H. Lewellyn	238
13	23	D. Jones	237
14	422	M. Van Alker	236
15	2	D. Kelley	210
16	187	J. Roberts	206
17	24	D. Coppage	204
18	26	B. Jackson	200
19	36	A. Heinrich	184
20	66	C.D. Gerardy	174
21	49	G. Parker	170
22	18	M. Morton	167
23	42	J. Crowell	167
24	81	J. Rice	166
25	41	T. Hunt	164
26	256	J. Bandringa	160
27	552	J. Lohof	160
28	14	C. Minert	160
29	413	D. Welch	155
30	439	J. Verardo	154
31	616	A. Simon	151
32	65	J. Berry	150
33	47	J. Willingham	145
34	44	J. Flores	135
35	30	L. Andrus	125
36	43	C.H. Wheat	125
37	426	K. Engler	117
38	104	J. Larsen	112
39	373	R. Jencks	112
40	70	G. Stirber	111
41	31	J. Sprague	110
42	33	R. Bonner	107
43	11	R.S. Reel	105
44	82	K. Watkins	105
45	109	L. Shipman	105
46	479	J. Wilkinson	104
47	45	F. Harlan	100
48	447	G. Scofield	100
49	179	Fakkeldy	94
50	255	D. Kelly	94
51	632	Ed Enochs	93
52	487	J. Goode	91
53	433	H. Holladay	88
54	76	R. Park	84
55	419	P. Shepherd	83
56	428	I. Mizen	83
57	16	H. Bast	80
58	51	J. Occhinto	80
59	121	D. Ogilvie	80
60	195	G. Heylek	80
61	483	J.R. Smith	78
62	92	J. Hosack Jr.	76
63	309	L. Forster	76
64	643	L. Walter	76
65	228	T. White	80
66	430	A. Dygert	71
67	60	D. Wess	69
68	100	R. Vincent	68
69	216	P. Holcomb	68
70	123	K. Sparkman	67
71	145	R. Grawer	66
72	156	P. DeLatorre	65
73	17	L. Wilburn	60
74	28	B. Manley	60
75	32	P. Garr	60
76	120	R. Nelson	60
77	131	W. Ensley	60
78	144	M. Chamberlain	60
79	147	B. Balla	60
80	236	W. Smith	60
81	396	C. Wayt	58
82	416	F. Ortiz	58
83	629	R. Clark Jr.	57
84	627	A. Eskridge	55
85	52	P. Dale	55
86	84	Si Porter	55
87	141	G. Evans	55
88	538	W. Ford	53
89	521	R. Effinger	52
90	204	R. Rainbolt	52
91	585	R. Serrano	51
92	345	D. Decker	50
93	434	C. Patrick	50
94	107	E. Lee	49
95	486	K. Schmidt	48
96	534	D. Hobbs	48
97	61	L. Earl	48
98	103	R. Anderson	48
99	323	R. Eckert	48
100	182	N. Deligianis	45
101	85	S. Nutter	45
102	455	D. Berg	44
103	150	B. Gowing	43
104	54	M. Hinshaw	42
105	191	R. James	42
106	78	J. Hawkins	41
107	472	D. Williams	41
108	113	G. Fine	41
109	34	C. King	40
110	40	D. Douglas	40
111	173	J. Drake	40
112	212	R. Padge II	40
113	348	E. Sass	40
114	437	B. Prosser	40
115	529	B. Landguth	40
116	553	D. Carlson	40
117	554	R. Coleman	40
118	586	H. Wilson	40
119	676	J. Hall	40
120	89	A. Zellers	39
121	227	R. Kouns	39
122	633	R. Termin	38
123	584	M. Kaster	38
124	296	L. Reyes	38
125	537	R. Kellstrom	38
126	436	C. Janisse Jr.	37
127	477	L. Camou	37
128	615	L. Wolfe	37
129	250	J. Garban	36
130	461	L. Lindenberg	36
131	509	T. Mohr	36
132	568	W. Murphy	36
133	569	D. Wilks	36
134	624	J. Cassel	36
135	612	T. Hamilton	35
136	13	D. Baker	35
137	194	J. Moffitt	35
138	442	B. Ward	34
139	454	S. Lowell	34
140	293	J. Kavanaugh	32
141	544	G. Fisher	32
142	140	L. Kaster	31
143	171	D. Allen	31
144	427	B. Pluss	31
145	449	D. Brooks	31
146	657	H. Reynolds	31
147	665	C. Hartman	31
148	102	M. Clark	30
149	137	J. Kincaid	30
150	152	C. McIntosh	30
151	382	L. Kastan	30
152	408	J. Gleason	30
153	417	S. Bronson	30
154	465	H. Stites	30
155	541	J. Drake	30
156	652	D. Merritt	30
157	559	W. McIntosh	29
158	636	R. Chosney	29
159	546	W. Joiner	28
160	96	A. Summers	27
161	407	E. Morris	26
162	331	S. Pridham	25
163	429	R. Burris	23
164	508	G. Rodgers	23
165	514	J. Nowak	23
166	527	R. Lechuga	23
167	588	K. Snow	23
168	62	R. Han	22
169	139	H. Cartier	22
170	58	J. Erickson	21
171	91	P. Bodette	21
172	110	J. Ray	21
173	116	C. Spotts	21
174	117	D. Wood	21
175	205	H. Hanover	21
176	356	D. Blalock	21
177	525	G. Brand	21
178	539	T. Dodson	21
179	671	K. Brown	21
180	188	G. McArty	20
181	485	R. Stinnett	20
182	543	G. Noriega	20
183	646	R. Randall	19
184	279	M. Mockbee	17
185	322	C. Stevenson	17
186	183	C. Jacobs	16
187	482	B. Noble	16
188	106	B. West	15
189	138	D. Leser	15
190	191	J. Hart	15
191	223	C. Hempstead	15
192	367	K. Farmer	15
193	423	J. Peterson	15
194	481	A. Sparks	15
195	488	W. Seigfred	15
196	495	L. Roisum	15
197	535	D. Carmean	15
198	595	E. Young	15
199	613	D. Legus	15
200	619	G. Bang	15
201	658	C. Tesch	15
202	644	C. O'Neal	14
203	506	S. Mintz	14
204	39	G. Feeney	14
205	441	S. Bonham	13
206	370	R. Criswell	11
207	443	B. Kazulis	11
208	29	D. Hansen	10
209	57	B. Bransom	10
210	128	D. Byron	10
211	172	L. Venturine	10
212	221	J. Hateley	10
213	253	T. Cooper	10
214	317	C. Hytten	10
215	374	G. Alexander	10
216	493	L. Shoemaker	10
217	504	F. Kanis	10
218	530	R. Lynch	10
219	565	R. Castle	10
220	582	F. White	10
221	599	G. Johnson	10
222	628	J. Glidden	10
223	634	G. Miller	10
224	711	E. Beeching	10
225	713	L. Blum	10
226	15	L. Taylor	9
227	20	B. Bransom	9
228	118	R. Flaskamper	9
229	180	K. Ayers	9
230	313	M. Perz	9
231	324	R. Alexander	9
232	325	D. Cromp	9
233	425	G. Smith	9
234	463	P. Shea	9
235	507	D. Osterman	9
236	566	R. Gunn	9
237	601	J. Ward	9
238	630	L. Heinzelman	9
239	650	L. Reilly Jr.	9
240	667	J. Wiley	9
241	80	R. Mercier	8
242	99	R, Ostrander	8
243	112	R. Fish	8
244	159	S. Bowden	8
245	161	M. Joblonski	8
246	198	R. Rodarte	8
247	209	J. McCarty	8
248	273	G. Kilmer	8
249	284	J. Johnson	8
250	467	L. Wormsbecke	8
251	460	L. Garban	8
252	526	T. Purcell	8
253	608	D. Muir III	8
254	602	L. Marlett	8
255	649	R. O'Neal	8
256	660	M. Culbertson	8
257	143	B. Arter	7
258	146	T. Gowing	7
259	167	W. Schwartz	7
260	233	P. Douglas	7
261	392	F. Schaab	7
262	474	G. Baird	7
263	478	B. Thompson	7
264	561	B. Ferro	7
265	626	J. Maddox	7
266	687	B. Mitchell	7
267	115	J. Crouch	6
268	133	D. Miller	6
269	347	B. Fraley	6
270	391	P. Martin	6
271	594	J. Shere	6
272	618	M. Vanwinkle	6
273	691	R. Sattler	6
274	27	F. Nimmo	5
275	211	S. Crooks	5
276	440	J. Brown	5
277	532	O. McEuen	5
278	659	B. Bassey	5
279	459	W. Moss	4
280	622	K. Jesinghaus	4
281	623	R. Arnold	4
282	734	R. Dean	4
283	620	D. Herron	3
284	709	O. Harlow	3
285	647	E. Arter	2
286	600	L. Hoffman	2

Another New Finish The Funny Contest--

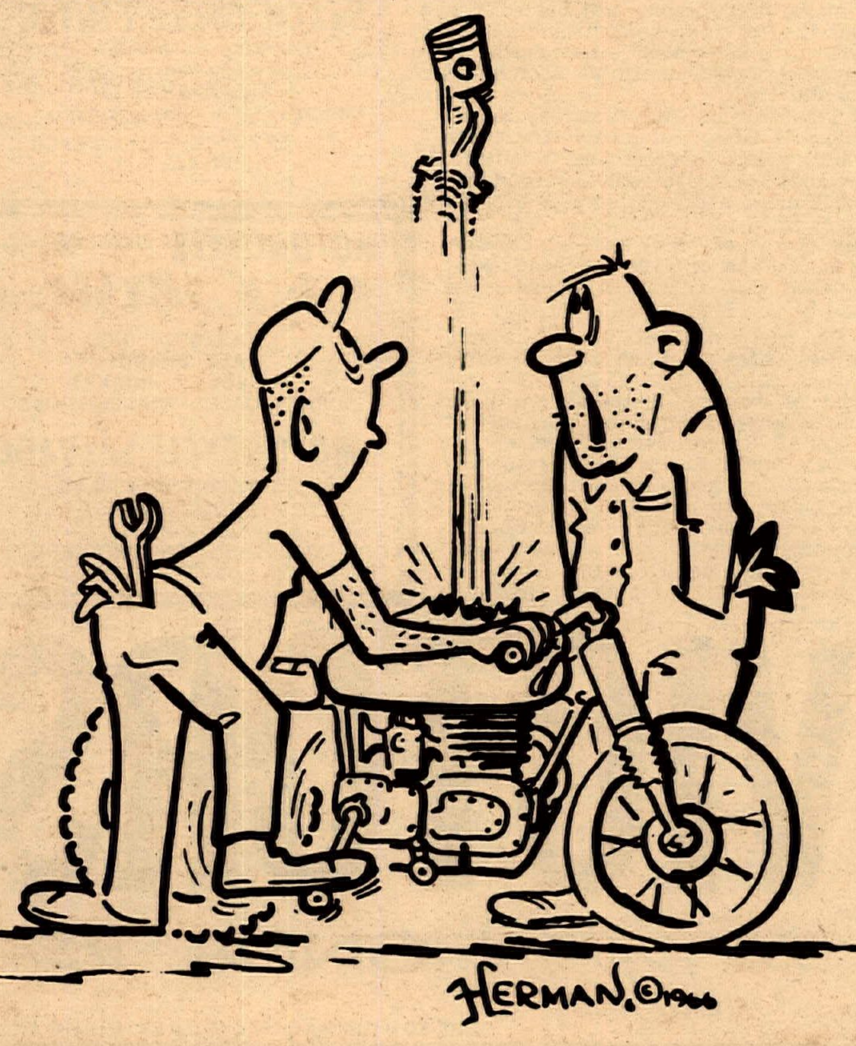
Herman did it again. That kooky cartoonist has again left us with an unfinished cartoon. Please, Cycle News readers, can you think of a gag line for this funny?

As in the two previous contests, the writer of the best gag will receive five dollars in the coin of the realm and the original drawing by Herman with his line printed thereon, neatly framed, ready for hanging. The cartoon, that is, not Herman.

Earlier contests have shown that Cycle News readers have a well developed sense of humor. Do *you* have a funny in mind? Send it in and find out if others think your mind is funny.

When you've thought up your gag line, write it on a card or letter with your name and address and mail it to Cycle News "Finish the Funny" Contest, Box 498, Long Beach, California.

Deadline of the contest is midnight Monday, September 5th. Dial it on with your funny mind and get your entries in as soon as possible. The winning joke will appear in Cycle News next week.



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NEWS FROM NEVADA

By Reg Sheldrick

Two members of the Groundshakers M.C. shook up the hills off Sunset Rd. and took 1st and 2nd overall in the Hare Scrambles staged by the Silver City Scramblers M.C. Maico-mounted Casey Folks led teammate Red Van Buskirk and his Greeves through 3½ loops to win it. A little close desert dicing with Casey saw the ground jump up and hit Red when he wasn't looking. But he held off the pack for his #2 spot. Final results saw Shane Ross' Greeves 3rd and Dutch Cunningham 4th as overall winners.

The firecracker sent the riders to the smoke bomb and off for four 12-mile loops. Tom Scales was the day's hard-luck guy as he snapped his chain on the way to the smoke and was retired.

Two of the day's winners were last off the line. Casey Folks had a little starting trouble, as did Bob Tooley. Bob appears to be having a bad time with his machines the last few times out. Either they won't start, they conk out, or something else happens. This time he had a flat tire and still rode his Yamaha three loops with a squared-off wheel, to win in the 100cc Expert class. The 100cc Amateur went to Dan Darwin on a Hodaka. Second was Dale Ferguson. (Was he riding his wife's scooter???).

The course was laid out by Max Switzer and Terry Grieble and had a few downhills that were so steep that a parachute would have come in handy! Many a rider was airborne on the first go-round, but no one was hurt. The soft sand made a good landing at the bottom.

Excellent weather conditions prevailed. It was cool and comfortable with no wind. The terrain was good except for one spot. Mike Snider swore a tree, objecting to the early a.m. roar of the motors, reached out a branch and cut his fuel line. A quick repair in the pits, and Mike swung on to the finish.

Lonnie Lawrin, having no soft mud to cushion his fall, stayed aboard his Yamaha and took the 250 Amateur trophy.

The highlight of the races, was the return from racing retirement by Herb Hill Sr. Herb is the local Valvoline Oil Distributor and Greeves Dealer. He piloted his machine in fine style while his son Bill (250 Expert) "sat this one out." Pop went down at the bottom of one hill and got plumb tuckered out cranking his beast to life." I rode as fast as I could but this stuff is for the youngsters," he stated as he was told he was 4 in the 250 Amateur and placed 12th overall. Not bad, huh? "Shure' didn't look any worse for his efforts, although I missed seeing him in his short pants and straw hat.

This was also the first time out for Bultaco's latest motorcycle. The 100cc Lobito made its debut and, I believe, ran good except for what sounded like fouled plugs. Art's M.C. shop on Fremont street in Vegas is the local dealer for Bultaco and maybe we have a challenger for the Yamaha twin 100 and those flashy Hodakas that have been "winning the west."

Our next event will be tied in with the Las Vegas Sport and Safety Weekend on Sept. 30—Oct. 1st and 2nd. (See calendar of events.) By-the-way, a little money-saving incentive has been added!

For all you competition riders who go to Day Dream Ranch Saturday to race Sunday, the camp grounds are yours FREE. You do not have to partake of the day's planned entertainment to camp overnite, just bring your sleeping gear, and join the fun! Over 150 riders are expected and a real bash is promised.

Nevada's Casey Folks makes like Mulder. Photo by Reg Sheldrick.

Aggie Predicts HOT September at Ascot

The biggest and most important portion of the motorcycle racing season is coming up the first two weekends of September at Ascot Park, according to J. C. Agajanian.

There will be a twin bill of action next weekend, flattrack racing on Friday night (Sept. 2) and steeplechasing on Saturday evening (Sept. 3).

Then on Saturday night, Sept. 10, it's the annual Eight-Mile U.S. Motorcycle Racing Championship, one of the biggest races of the year in the sport. Agajanian expects nearly all the premier riders in the nation to turn out for the Nationals.

The Eight-Mile Nationals, coming toward the end of the season, frequently plays a key part in determining the U.S. champion. It again could rest upon the shoulders of Bart Markel, Flint, Mich., the current leader, to do well at the 183rd and Vermont Avenue course.

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BONNEVILLE from 1 (All records subject to A.M.A. confirmation.)

monly see in drag strip results to a series of record speeds previously thought impossible. The machine and rider traveled faster than any open (no streamlining) bike had ever before achieved. The record of old was 182 miles per hour (one way). It now stands at 194.910 miles per hour. The two way record was 164 miles per hour and has been raised to 191.302 by the team effort of Boris Murray and Jim Cook. This record could have been faster yet but once a start has been made you may not turn back. Boris had forgotten to turn on the double's fuel valves and so the machine was brought to a halt a half mile into the speed run, the fuel turned on and the tow for starting resumed. The engines fired at approx. the one mile mark and accelerated to the traps for a clocked speed of 187 miles per hour. The return run was timed at a speed of 194.910 which produced a two way average of 191.302 for the AA 3000 class record.

The fastest machine on two wheels is now Bob Leppan's "Gyro Naught". This is the finest example of design and construction with a heavy emphasis on team work. Leppan's streamliner is powered by two fairly mild Triumphs and looks as though it were built to a military aircraft specifications. Every object on or in this machine is functional. Hydraulic skids which can be raised and lowered by the rider prevent upset at slow speeds. The rider's compartment is functional but made comfortable with neat "tuck and roll" upholstery. The exterior finish looks sleek enough to penetrate any barrier that friction or wind resistance may set up. The two-way average for this machine was a flashing 245 miles per hour and one way its fastest was 247 miles per hour. That, is *speed* in any language!

Leaders in breaking records with the smaller displacement machines were James Prescott of Mississippi City, Miss., Kerry Clark of Los Alamitos, Calif. and Don Anselm of Brea, Calif. In their respective order Honda, Bridgestone and Yamaha shared the glory and the fastest was James Prescott. James ran the 125cc Honda on a low percentage of fuel mix to turn a two-way average of 107.577 to better the old record of 102.375. He also established two other records previously open.

Richard Kelm of Los Angeles and Ira Mahoney from Ridgecrest, Calif. took the spotlight with new innovations. Ira was running 700cc of blown Triumph power mounted in a frame built especially for its purpose. At the time I left the salt he had not yet set a record, but further results may show victory.

Kelm.s double overhead cam 500cc Triumph was not making a debut but rather a return engagement. This machine set a class record of 131 mph and will probably turn much faster speeds in the future. A four-speed, close ratio box was used and the engine tached better than ten thousand rpm.

Gripes and Groans

The events at the salt were run in a highly efficient manner. Only one complaint was voiced and that in a quite loud protest.

If you succeed in qualifying by turning a speed greater than the existing record in a one way run, the following day you may make an attempt at the official record for a two way average. If you do not break the record on the appointed attempt then you must again make a qualifying run for the right to try again on the following day.

The case in question arose when two machines did not arrive at the starting line in time for the two-way run. As a result they had to make runs later in the day to requalify. Since they had proven their capability it was thought unjust that they need jeopardize blowing their highly-stressed machinery with an additional run. This was a logical and just gripe but they had to go by the book and try to smile at the hard rule.

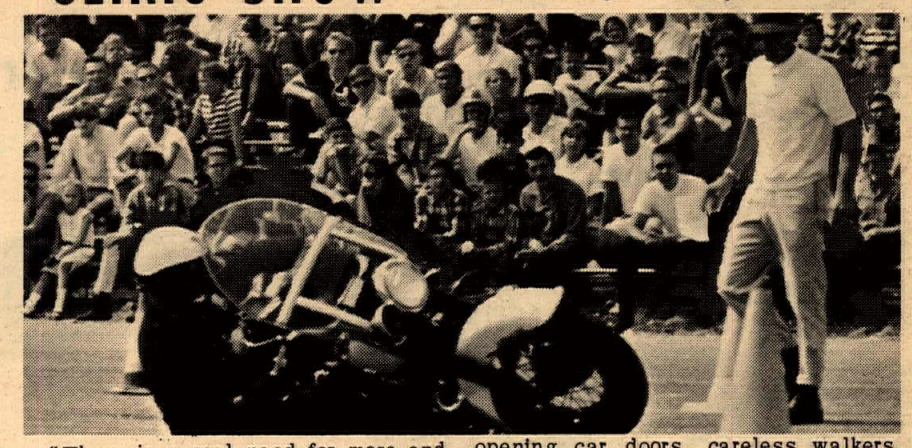
Don Harris established a new record in the C-A-650 class with his Triumph that was recently purchased from Rich Richards. Don felt that 148 mph was not all the machine was capable of and in an attempt to prove this he fell member to the "bits and pieces club." When the sump plate was removed, oil and small metal slugs covered the ground. Close inspection revealed cracks in the primary case that gave it the appearance of a slightly damaged hard-boiled egg. Needless to explain, this ended his week at the salt, but Don promises a return next year.

Gary Richards and Benny Holtan brought a well constructed 650cc Triumph streamliner for record attempts but went through embarrassment and frustrations unlike any other.

There were skids on the machine but they were only partially functional. The skids were spring loaded and could be used for stopping only. Several times (about 9 or 10) the engine failed to respond for starting and beford the pushers could reach it, the machine would collapse upon its side. Gary Richards felt rather ridiculous in the shell with his head next to the salt. The incredible thing is that Gary and Benny held their heads high and spoke of things ahead, not of those moments passed. True Sportsmen!

CYCLE SAFETY CLINIC SHOW

"Drunken" pedestrian stumbles into street presenting problem. Expert rider shows how to stop a cycle and stay with it when a collision is imminent. "Don't Ditch" was offered as slogan of the day.



"There is a real need for more and better driver training for cyclists. While there are indications of more and more legislation to be expected in the offing, we are firmly convinced that the best approach is that of education." So spoke John R. Thompson, Director of Public Information for Buco Products at the recent Cycle Safety Clinic in Detroit, Michigan.

The Clinic, held on July 24, was an experiment in driver education and was considered successful in promoting cycling safety through good riding habits and techniques. The four hour program was sponsored by the Traffic Safety Association of Detroit and neighboring Southfield and Buco Products, the well-known manufacturer of motorcycle safety equipment and accessories.

Driver training experts from Detroit's Police Motorcycle Traffic Bureau demonstrated how defensive driving can mean the difference between fun and death. More than 1500 spectators, most of them young motorcyclists, were on hand to watch the dramatic live presentations of typical hazards and emergencies which face cyclists daily. Police instructors broke every rule in the safety book to show the audience what not to do on a cycle and showed what can be done to cope with the dangerous situations that come up.

Demonstration riders encountered opening car doors, careless walkers, the dangers of riding in the curb lane, and automobiles making unpredictable turns in front of them. The proper manner of meeting such dangerous situations was explained to the observers after each example. The "class" session was followed by an open question and answer period.

The Clinic was widely publicized in the press and broadcast media, and colorful posters were distributed to cycle shops in the Greater Detroit area. Clubs were contacted and the general public was invited. To add colorful appeal, the Detroit Police Motorcycle Drill Team opened the first part of the program and the Shriner Club Precision Riders touched off the second half with a colorful display.

Further interest was added to the day's events by a quiz and essay-type safety contest, open to all spectators. Major prizes were three new motorcycles. A selection of safety helmets and other cycle accessories were contributed by Buco as additional prizes.

Certainly the two-wheeled population of California is greater than Detroit — why have not the safety conscious officials of this, the most forward-thinking state in the nation come up with a series of such clinics? Not just one in a particular area — a whole series them. They are needed, you know.

HAYWARD

In their regular night TT Scrambles, the Hayward Motorcycle Club promotes sportsman races at the Hayward Speedway that are truly first class. For the event of August 20th, the races were livened up a bit by the appearance of a few class C riders trying to get in a little extra practice before the big TT on the 26th.

Among the happenings that were of special interest was the 250cc go. In this race, winner Jimmy Odam had to fight it out with first night expert Ceil Cecco. This new expert put on a real show and proved that he deserves the Expert classification. Electrifying action was provided in a 500cc heat when a competitor came over the jump all out of shape and landed astride the fence! Miraculously, the rider was not hurt but the spectators a few feet away were really shook!

The Hayward M.C., the Hayward Speedway, the competitors and the fans that support them all deserve a rousing cheer for their exciting races. It's been said before and you'll hear it again—the Sportsman scrambles held here each Saturday are easily the equal of the class C races held in many parts of the country.

(Results on page 16)

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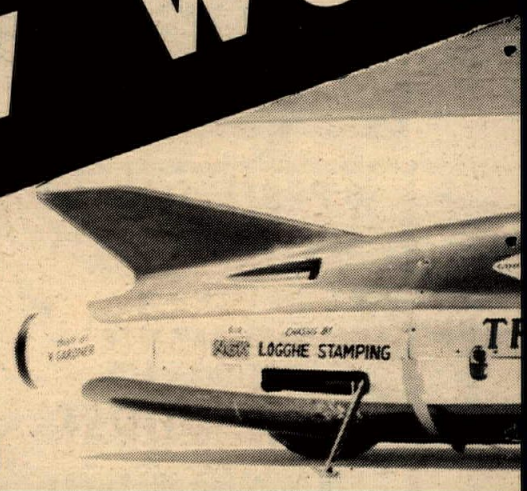

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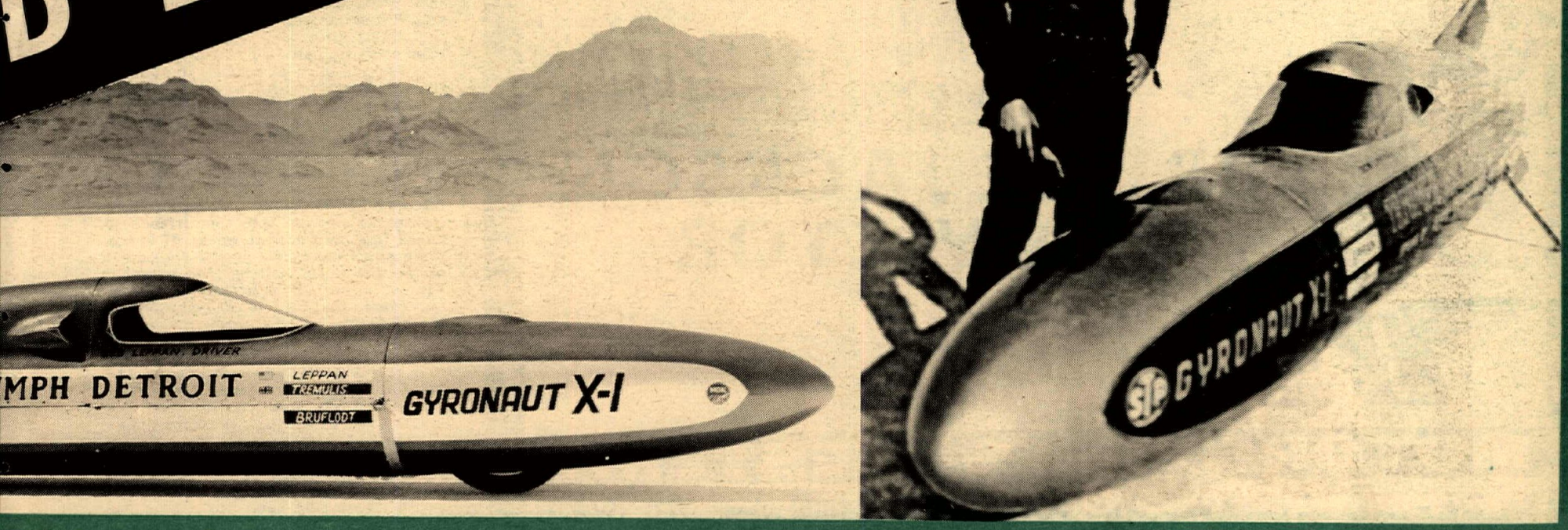

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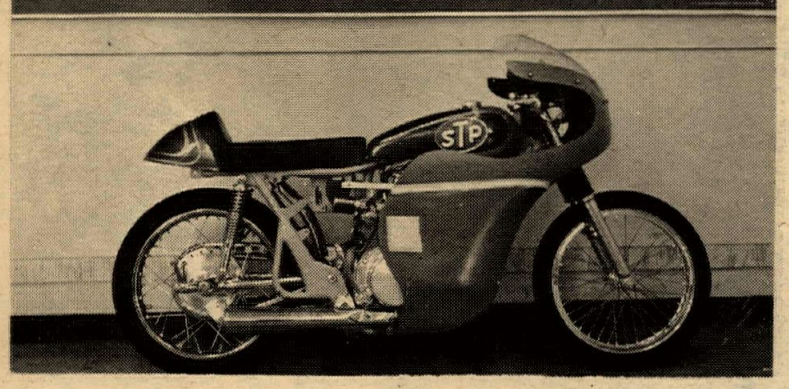

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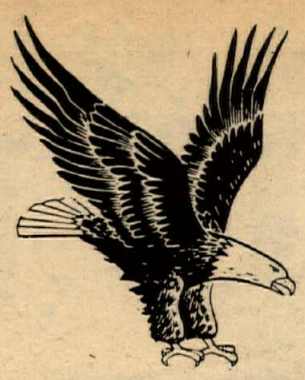

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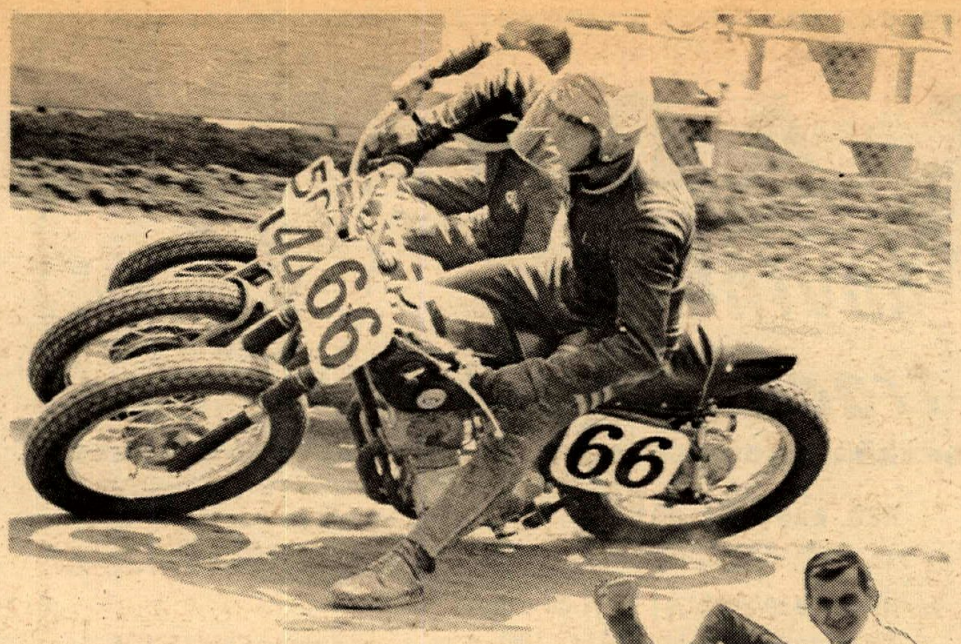
COOLIES COLUMN

By Wes Cooley

The August 24th Motorcycle News, printed in England, contained an excellent article on the front page regarding the U.S. Six Days Trial Team. **"America's Silver Vase ISDT team will ride a West German Maico two stroke in Sweden next week. The team is composed of Bud and Dave Ekins, Charley Hockey and Jack Arizman. All will be mounted on Maicos. Dave stated that they would have liked to have ridden Triumphs as usual but the Maico factory offered to deliver two 350's and two 360's to the line. The team is sponsored by CBS Television who are sending a unit to Sweden to make a one-half hour color film of their progress to be shown on their Wide World of Sports program."** The article has several other comments concerning the team and their past history. I do think it's wonderful that the English press gave the Americans such a nice plug, especially on the front page. This newspaper has a circulation of 102,000 per week and is considered the leading weekly world motorcycle publication. I also think it's quite interesting to see that a company such as CBS is interested in motorcycling to the extent that they would sponsor a team to participate in Europe. I wish we could entice other companies to spend a little of their promotional budgets in this same area. I think with a little work and emphasis on international racing, we can get some people interested.

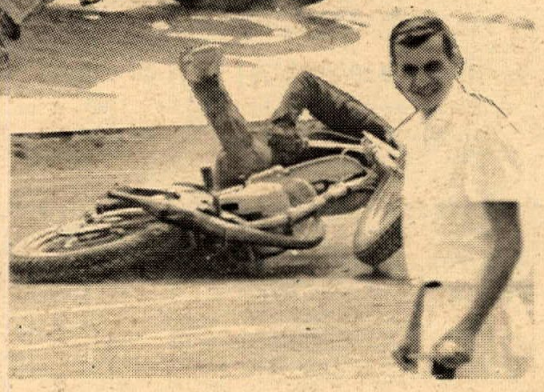
I hope to be making a very important announcement in this column next week which will concern all the riders who are interested in scrambles in the Southern California area so tell your friends to check this column next week). If everything works out as planned, I think most of the dirt riders will be able to either witness or perform in a really outstanding event, the first of its kind in the United States.

The ACA rule books are just off the press and will be mailed to all competition riders some time this week. The rules cover flat tracking, both lightweight and 500cc, as well as road racing, GP and Production. Motocross rules will be added in the near future. These rules conform to the Federation Internationale De Motorcycliste specifications. Anyone who is not a member and would like a rule book may obtain one by writing to the ACA office, P.O. Box 247, Fullerton, Calif. There is a charge of $1.00 for printing and postage.



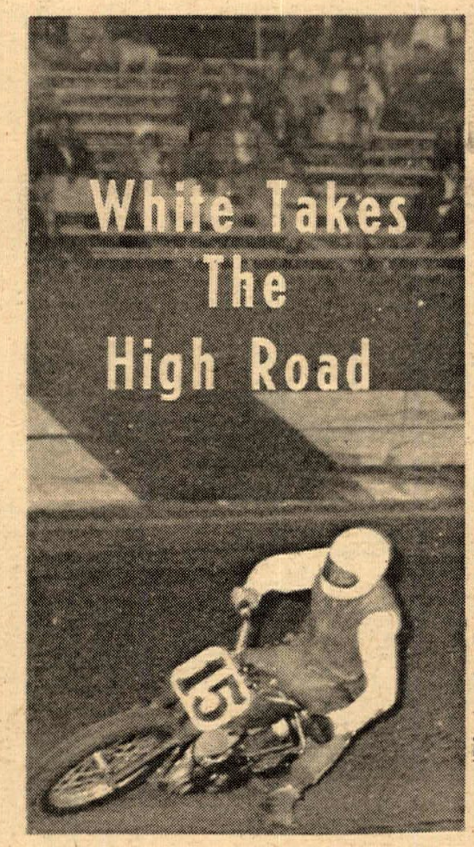
VENTURA PICTORIAL

(Photos by Dennis Greene)



Above: Ivan Oden, Dewayne Keeter and Dennis Renford went in together, but Ivan came out first. Above Right: Randy Layne(4) gets bumped. Right: "Ouch! I can't bear to watch."

Bruce Holland (22r) and Larry Erhart (28x) are part of the bunch that mixed it up at Ascot last Friday.



What's White doing up there? Winning, that's all!

(Photos by Dennis Greene)

Novice professionals Phil Todd and Marty MacDonald put on a wheel-to-wheel performance past the checkered black and white last Friday night at Ascot for one of the closest finishes in the Lightweight Class this season. Todd clearly edged MacDonald's Sprint on his Yamaha but the outcome as they rounded the north turn sharing axes was anybody's guess.

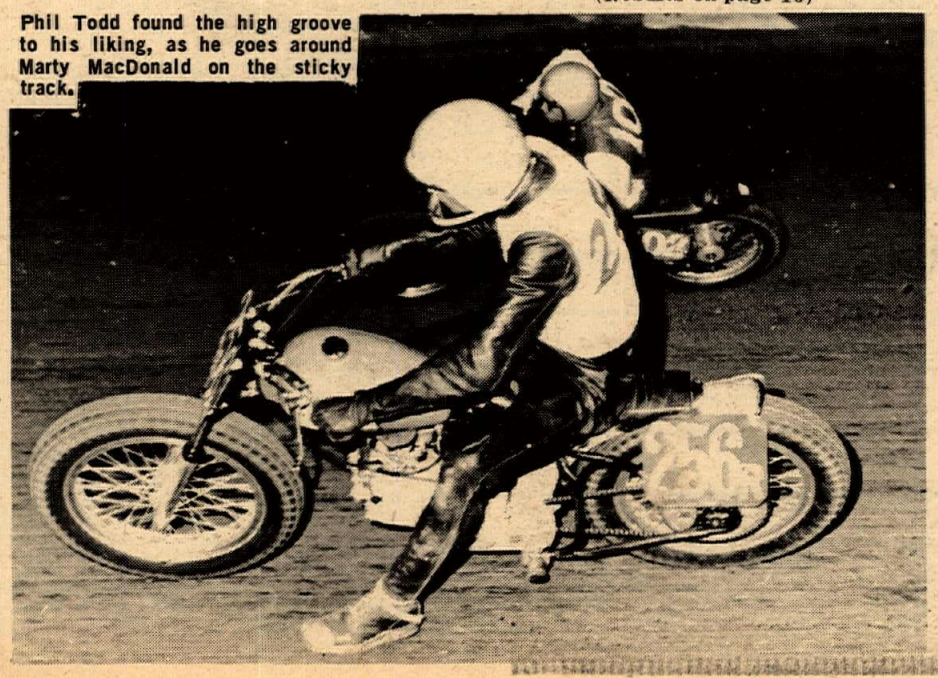
Ralph White returned to California from back east battled long enough to pocket another Ascot Expert purse. After running dead last in the Trophy Dash (won by Sammy Tanner), White orbited the high groove in the Main to gobble up Sam's commanding lead and finish with a quarter-lap lead. It was a tactic that Tanner had won with many times, but where was Sam that night? Down on the pole while White rode circles around him. "They said keep it down lower," sighed Sam after the races. "So I did and got beat." Said White, "The track was kinda wet so I went high for a change." We ask you, dear reader, is that not racing?

Randy Say-BSA-All the Way

It was great to see Casper Grief back in the Amateur class action after the rap on the head he took some weeks ago. A bump on the noggin couldn't slow the good Grief down, but it didn't pump him up either. He and Ron Kruseman duelled marvellously in Randy's wake with equally matched machines.

(Results on page 16)

Phil Todd found the high groove to his liking, as he goes around Marty MacDonald on the sticky track.



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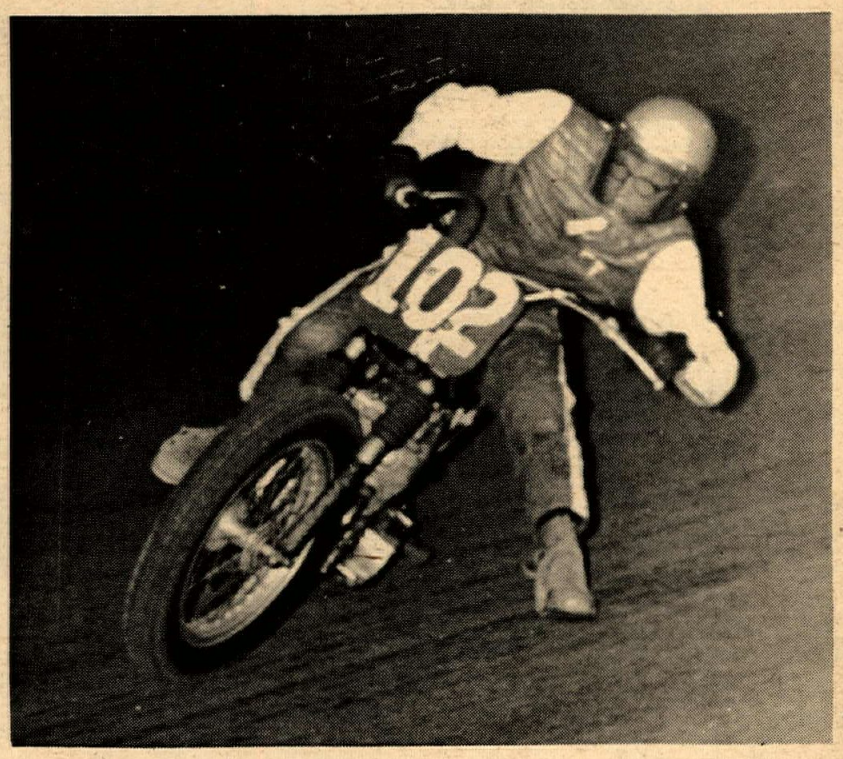

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VALLEJO

By Pattie Prestige

In a complete reversal of last week's results, Dick Faria made a comeback by winning his heat, the Semi-Main, Trophy Dash and Main Event. The man who did the same thing last week, Gus Lauer, had to settle for fourth place behind Davy Bostrom and Dick Dorrestyne, the second and thirdplace men.

From the flag, the lead was taken by little Gus Lauer with Dick Faria, Duane Francisco, Dave Bostrom and Dick Dorrestyne hot on his tail. They played-follow-the-leader for a few laps until Francisco overdid it in his attempt to get by Faria and Lauer and he was passed by Bostrom and Dorrestyne.

For the rest of the race, Dick Faria, Davy Bostrom and Dick Dorrestyne slowly worked their way past Gus Lauer. During that time, George Curtis got past Duane Francisco and when the flag fell the order was Faria, Bostrom, Dorrestyne, Lauer, Curtis and Francisco.

The night's action was marred by three serious accidents. As of Tuesday August 30, Kenny Helling, Jimmy Kimura and Al Picken were listed in fair condition. But for the injuries, it was a fine night of racing with all the battles close as the fans have come to expect from these northern California men.

The Vallejo riders and fans would like to see a few more Southern California riders come up to try for the gold and glory. The few men that have made the trip have either made the main and crashed or not made the main at all. (That sounds like a challenge!)

DRAGS

By Bob Ebeling

Irwindale

Five fuel bikes were on the entry list at Irwindale Raceway this Saturday and each one had enough reputation to bring spectators alert to a promise of great racing.

Clem Johnson returned to Irwindale to back up his record speed of 159.85 miles per hour and achieved that and that alone. The Vincent made a run of 157 plus, which validated the previous record but when Clem examined the bike in the pits, it was found that the engine cases were cracked. The Vincent's competition schedule is uncertain now, for it'll be an extensive job requiring special machining. We had looked forward to Clem's participation at the Lions All Bike Meet, but he will not likely make the event. Leo Payne (top Harley-Davidson contender) said "Eliminations begin months before a big meet". How true!

Leo Payne, Boris Murray and Jim Cook, Bob Sirkegian, and Bob Ebeling were left to battle for the Top Fuel purse. The first elimination was between Sirkegians BSA and Ebelings Triumph. Both machines fired, approached the line and staged. The enevitable countdown of yellow lights began and almost as quickly the red flashed in Sirkegians lane. An automatic win for Ebeling and loss for Sirkegian.

Second round for top fuel brought Leo Payne and his Harley-Davidson against Murray & Cooks' Triumph double. Leo had won the recent A.H.R.A. meet turning an elapsed time of 9.70 seconds and M & C had just returned from the Bonneville Salt Flats with a 194 mile per hour record to hang in Foothill Cycle's window. The M & C machine still had salt clinging to the frame.

The elimination can be summed up by saying M & C "felt the Payne" of a 9.99 second defeat by Harley-Davidson. The Triumph doubles elapsed time was in the high tens.

This left Leo and Ebeling to meet in a final joust for top fuel. As the tow cars took both machines toward the starting line, Leo cast off and fired immediately but Ebeling failed to start. Occupants of both push cars jumped out and began pushing the Triumph in an attempt to bring it to life, but to no avail. Leo made a reluctant single run to victory and the purse. After returning to the pits, Leo said, "I wish there had been a race."

Top Gas

Sonny Raslawski did his duty in enforcing the Harley-Davidson victory barrier by defeating class contestants and smaller displacement class winners. Sonny's machine was not quite its rock bottom, eleven-second self but was "best of the day" 11.26 E.T. and 121.78 and great enough to defeat all comers.

Top Street

The usual top street award was not paid out due to a shortage in time and a mixup in eliminations. Willie Butler posts the rider's number and his competitor's number on a blackboard and it's up to the riders to approach the starting line with the appropriate competitor. WARNING: if you do not, you will be automatically disqualified. Watch your numbers on the board and don't let your competition out of sight!

As you may be able to see in the results section of Cycle News, we sorely missed Virginia Butler at Irwindale but I

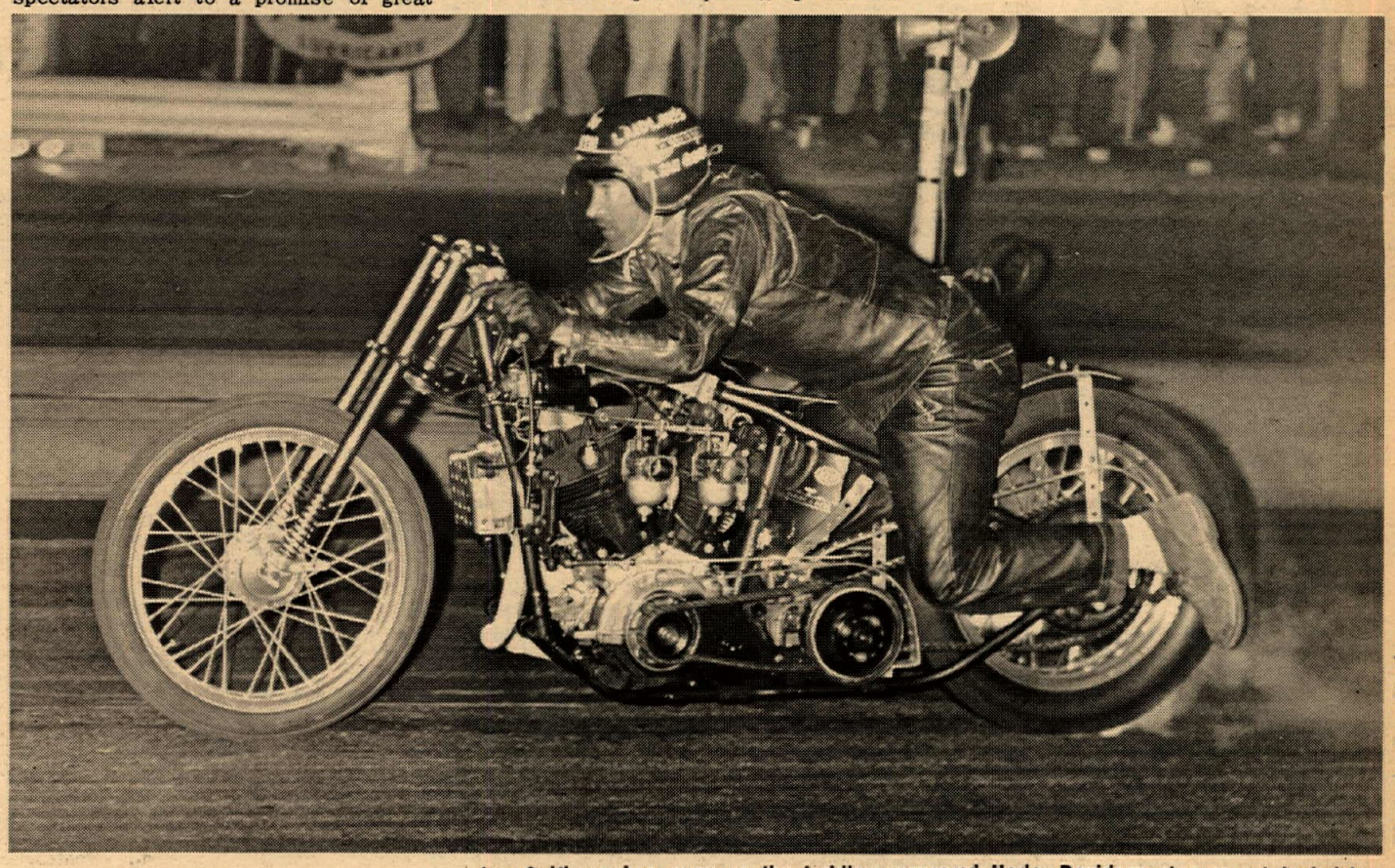


Photo by Don Dunlop

Joe Smith smokes away on the Laidlaw-sponsored Harley-Davidson at a recent Irwindale motorcycle Drag show. Below: Young Mr. Mason on 50cc Yamaha won his class at Lions.

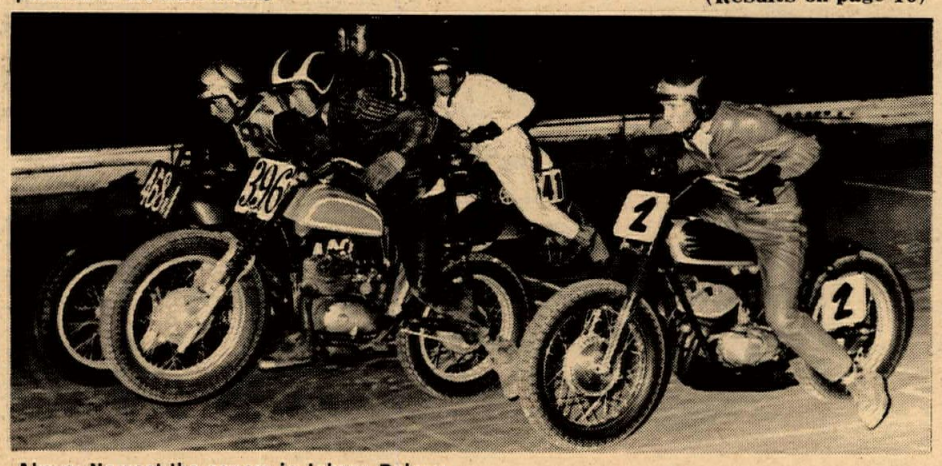
Photo by Dennis Greene

SOUTH GATE RACEWAY 8/25/66

Paul Wilde has really come on strong this year with his fantastic little 50cc Yamaha. At times he has lapped the course as fast as the 100cc bikes. Gary Calkins recently has been filling the second place spot in the 50cc class. Third place went to Rick Woods riding a new 50cc Benelli owned by Sid Chambers. Third place in the 100cc main went to Gary Calkins, which was a switch from the 50cc main because in 4th place Was Paul Wilde.

The most competitive event of the evening was the 250cc B Final, with a line-up of Baird, Yoder, Spitzer, Tillman, Acosta and Balaam. Going into the first corner, the group was pretty well packed together, with Acosta, Spitzer and Tillman leading the bunch. Last off the line was #2 Johnny Balaam on his Yamaha. After two laps, Johnny was able to pass the 5th and 4th men and was pushing the third place Mike Tillman. On the 7th lap, Balaam was able to get under Tillman and move into third place. Acosta and Spitzer were running one, two, Balaam 3rd and Tillman 4th on the 8th lap. Balaam charged in tight and got by Spitzer and Tillman pulled in behind which put him in third spot, with Balaam running second and Acosta in the lead. On the last lap, going through Turn 1 and 2, Balaam pulled in tight on a corner and ran wheel to wheel with Acosta out of Turn 2. Down the straightaway the Yamaha 'twingle" (both cylinders fire at once) accelerated a half wheel in front of Acosta's Bultaco. Going through Turns 3 and 4, it was Balaam and Acosta side by side. Balaam accelerated out of the corner just ahead of Acosta and won the B Main by a half bike length.

The crowd was just about frantic during John Balaam's fantastic ride. The winner of the last event of the evening was Rick Woods on his Ducati. Trophy dash winner DeWayne Keeter finished in second place and was the only rider to really challenge Rick for the front running position in the main event. (Results on page 16)



Above: Nearest the camera is Johnny Balaam on the Yamaha "twingle". Below: Gary Calkins gets to kiss the lovely miss.

Orange County Speedway 8/24/66

Gary Calkins, with his 100cc Trophy Dash win and his second place in the 100cc main, moved within two points of taking over second place in the 100cc ACA point standings for flattracking which is presently held by Rick Woods. Still in number one position is Russ Robinson from Garden Grove. Russ has been on a 3 weeks vacation and will be hard pressed to stay in front of Gary and Rick as the season progresses.

The 100cc main went to Randy Layne on his Gilera. This is the first win in the 100cc main for Randy at Orange County this year and it is long-deserved. Since he has started riding the 250cc class on his Honda, Randy has begun to look better in the lightweight classes. The 50cc main went to Carl Sjolund on his Tohatsu and second place to Gary Calkins on his Yamaha In hot pursuit of Gary, and getting by him several times, was (18) Bill O'Neill on his little yellow Yamaha.

Mr. Ron Jones, the track owner, decided that next week the bowl bottom part of the oval will be coned off, changing the shape of the course for flattracking, making the straightaways longer and the corners sharper, thereby providing several lines through the corners. The ACA has found through experience that short track racing is a better challenge to the riders and a more exciting show if the course is flatter in appearance and not bowl-shaped.

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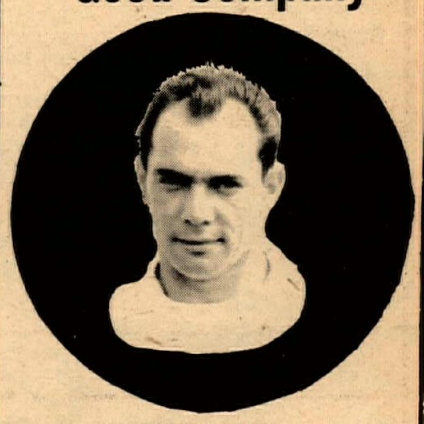


PAT BEACON
Fixes 'em up in the giant
Service Dept. of ....
LONG BEACH HONDA
5105 Atlantic Blvd. 423–1433
4328 E. Anaheim St. 439–0943
341 W. Pacific Cst. Hwy.
Long Beach, California
BSA Headquarters in Long Beach
11747 E. Carson Blvd.
Lakewood, California

DIG A HACK TT
Perris, August 28, 1966

500 NOV. MAIN
R. Nicholls Tri
R. Stinnett BSA
M. Smith BSA
J. Meyers Velo
P. Wendorf Tri

OPEN NOV. MAIN
L. Blum R-E
T. Dorsch Tri
G. Smith Tri
J. Foye Tri
R. Burris BSA

OPEN AM. MOTO
B. McCoy H-D
D. Erhardt BSA
L. Peterson Tri
B. Farley Tri
B. Coffman BSA

21" MOTO
T. White Hon
S. Conrad Hon
L. Wolf BSA
D. Berg Mai
J. Cramer Hon

500 AM. MOTO
M. Chamberlain Tri
J. Cowell BSA
Dick Kouns BSA
R. O'Neal Mat
F. McConnell Tri
A. Summers Mat

OPEN EX. MAIN
Larry Wilborn Tri
Jim Hunter BSA
R. Bonner Tri

250 EX. MAIN
B. Cody Bul
A. Lewis Hus
R. Clark Bul
J. Connelly Mon
R. Reil Bul

175 MOTO
L. Preston Oss
C. Enochs Bul
W. Zimmermann Bul
P. Clark Bul
J. Doran Bul

200 AM. MOTO
R. Duckee Bul
J. Hamilton Bul
M. Smith Bul
R. Prince Bul
P. McGuire Bul

250 NOV. MAIN
D. Castran Gre
R. Moale Bul
P. Spangles Gre
J. Thomas Gre
J. Colombero Bul

250 AM. MAIN
G. Geyes Bul
D. Scala Bul
M. Morrissey Bul
T. DeLaptorre Bul
D. David Bul

50cc MOTO
K. McDowell Hon
B. Peck Hon
D. Smith Hon
K. Lewis Hon
M. Brown Hon

100 AM.
L. Davis Hon
P. Joyce Hon
M. Taylor Hon
F. Lilley Hon
R. Williams Hon

100 EXPERT
K. McDowell Hon
D. Hamm Hon
D. Smith Hon
H. Meudenhall Yam
K. Mashburn Hon

125 MOTO
C. Long Bul
M. Pierce Bul
M. Radner Suz
D. Alfred Mon
R. Typer Bul

AMA SHORT TRACK
Vallejo Speedway Aug. 26, 1966

CONSOLATION 3:04:81
Dee Genung H-D
Dud Jacklaine Bul
Joe Plain Hon

TROPHY DASH 44:31
Dick Faria Duc
Dick Dorrestyne Suz
Davy Bostrom Suz
Duane Francisco Bul

MAIN EVENT 3:44:15
Dick Faria Duc
Davy Bostrom Suz
Dick Dorrestyne Suz
Gus Lauer Bul
George Curtis H-D
Duane Francisco Bul
Cliff Aksland Tri
Steve Bales Hon

HAYWARD M.C. TT SCRAMBLES
Hayward Speedway, August 20, 1966

60cc NOVICE MAIN
Sam Paladini
W. Welch

90cc NOVICE MAIN
Kirk Brelsford Hon
Ron Smith
Bill Lyons

200cc NOVICE MAIN
Vern Transberg
J. Preston
H. Loughan

200cc AMATEUR MAIN
Mark Brelsford Ossa
B. Brown Bul

250cc NOVICE MAIN
Jerry Yim
Jim McFarland
Joe Ditz

250cc AMATEUR MAIN
Mike Pierce Bul
Art Bernhiesl
Don Hansen

250cc EXPERT MAIN
Jimmy Odom Bul
C. De Cecco Bul
Johnny Fry Bul

350cc NOVICE MAIN
Ian Maclachan Duc
Bob Laura
Bob Boaz

500cc NOVICE MAIN
Ron Young
G. Bishop

OPEN NOVICE MAIN
Bill Crossi
Dave Clark
Bill Kregger

OPEN AMATEUR MAIN
Joe Castnaga
Roland Norgaard
Lou Nararro Tri
Jim Foster

OPEN EXPERT
Ray Vowell
Fred McClelland
Bryon Norgaard
Bob Jamis

350cc AM.
I. Maclachan
B. Laura
R. Steen
E. Dunbar
M. Smith

500cc NOVICE
Al Kenyon
R. Young
G. Bishop
H. Rist
C. Perez

500cc AMATEUR
Jerry Yim
Roger Jacobs

650cc NOVICE
B. Kregger
J. McFurland
??
D. Elrick
B. Fleet

650cc NOVICE
D. Clark
Bill Grozzi
Les Woods
Bob McClelland
John Lockhart

650cc AMATEUR
Joe Castanga
Lou Navarro
Bobby Scally
Roland Norgaard
Jim Foster

650cc EXPERT
Johnny Fry
Ray Vowell
Bob Jamis
Bryon Norgaard
Gary Clarke

200cc NOV. SEMI
Jerry Yim
Larry Counor
Tommy Burnett

650cc NOV. MAIN
Bill Grossi
Dave Clark
Bill Kregger

650cc EXP. MAIN
Roy Vowell
Fred McClelland
Bryon Norgaard
Bob Jamis

650cc AM. MAIN
Joe Castnaga
Roland Norgaard
Lou Navarro
Jim Foster

NOVICE 500cc MAIN
Ron Young
G. Bishop

ORANGE COUNTY
August 24, 1966

100 TD
Gary Calkins Yam

250 TD
Ivan Oden Hon

50 MAIN
Carl Sjolund Toh
Gary Calkins Yam
Bill O'Neill Yam
Rick Woods Suz
Mike Shain Toh
Ken Layne Hon

100 MAIN
Randy Layne Gil
Gary Calkins Yam
Marty Endless Hon
Rick Woods Yam
Eddie Welles Hon
Dale Ketcham Hon

250 MAIN
Ivan Oden Hon
Bill Cody Mon
Rick Woods Duc
Sal Acosta Bul
Mike Spitzuk H-D
Bob Gauer Hon

IRWINDALE RESULTS
August 28, 1966

TOP FUEL: Leo Payne Har.
RUNNER UP: Bob Ebeling Tri

TOP GAS: Sonny Raslawski Har 11.26–121.78

A GAS: Sonny Raslawski Har – –
B GAS: Bud Clark Tri – –
C GAS: Len Jasmin Tri – –
E GAS: Bob Braverman Yam 12.84–102.87

AA STREET: Leo Payne Har – –
A STREET: Bruce Miller Har 12.67–104.65
B STREET: DeWayne Jones BSA – –
C STREET: Harry Couch Tri 14.91– 85.22
D STREET: Al Gonzenbach Hon – –

LIONS RESULTS

C STREET: Grant Hannah Tri 13.15–100.33
G STREET: Jeff Brown Hon 18.19– 67.61

VENTURA SHORT TRACK
Aug. 28, 1966 ACA Sanct.

50cc TD
Paul Wilde Yam

100cc TD
Steve Scott Suz

250cc TD
Ivan Oden Hon

50cc MAIN
Paul Wilde Yam
Steve Scott Hon
Kem Layne Hon
Rick Haight Hon
Rick Woods Suz
Carl Sjolund Toh

100cc MAIN
Paul Wilde Yam
Rick Woods Yam
John Wiley Hon
Robert Gardner Hon
Steve Scott Suz
Tom Sherman Hon

250cc B MAIN
Ivan Oden Hon
Chuck Berry Hon
Alex Chrzanowski Bul
Dennis Renfro Hon
Norm Elledge Bul
Tommy Bannon BSA

250cc A MAIN
Steve Scott Bul
Mike Spitzer Hon
DeWayne Keeter Mon
Rick Woods Duc
Randy Layne Hon
Mike Tillman Hon

WIN A FREE HEAD JOB FROM JOE MONDELLO

Well-known among 4-wheel type drag racers, Mondello's head porting service at 2240 S. Sepulveda, L.A. is offering a free head porting job for a lucky motorcycle enthusiast who wins their new contest by answering in 25 words or less, "I deserve a Mondello Head Porting job because.....

Although Mondello heads currently adorn the world's fastest car dragsters it is not widely known that they also do perfect porting for four-stroke motorcycle engines. Mondello's ad in Cycle News next week will announce full details on the contest. They are mainly interested in showing just how great their work is by awarding the free porting job to a top-notch motorcycle drag racer. The best list of past successes will win the prize.

SOUTH GATE SHORT TRACK ACA
Aug. 25, 1966

100 TD
Keith Mashburn Hon

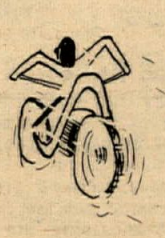
250 TD
DeWayne Keeter Mon

50 MAIN
Paul Wilde Yam
Gary Calkins Yam
Rick Woods Ben
Carl Sjolund Toh
Bob Lindsay Toh
Mike Kieber Hon

100 MAIN
Keith Mashburn Hon
Roy Sheridan Toh
Gary Calkins Yam
Paul Wilde Yam
Marty Endless Hon
Randy Layne Gil

250 B MAIN
John Balaam Yam
Sal Acosta Bul
Mike Tillman Hon
Mike Spitzer H-D
Ted Yoder Bul
Glenn Baird Hon

250 A MAIN
Rick Woods Duc
DeWayne Keeter Mon
Ivan Oden Hon
Keith Mashburn Bul
Randy Layne Hon
Vaughn Helm Duc

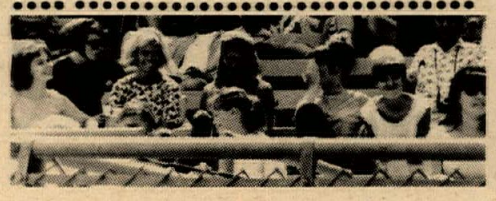


RESULTS

Next Week

SALINAS RAMBLERS SCRAMBLES

---- Over $6,000 for Cerebral Palsy



SOUTH GATE
August 18, 1966

100 TD
Gary Calkins Yam

250 TD
Steve Scott Bul

50 MAIN
Paul Wilde Yam
Carl Sjolund Toh
Bob Lindsay Toh
Bill O'Neil Yam
Keith Mashburn Hon
Myrle Hamm Hon

100 MAIN
Norm Elledge Bri
Paul Wilde Yam
Steve Scott Bul
Claude Wiessler Hon
Roy Sheridan Toh
Frank Ballard Bri

250cc B MAIN
Ivan Oden Hon
Ted Yoder Bul
Scott Gerhardt Bul
Mike Tillman Hon
John Riggen Bul
Keith Mashburn Mon

250cc A MAIN
Rick Woods Duc
Jerry Isaacson Bul
Randy Layne Hon
Mike Spitzer H-D
Phil Todd Mon
Steve Scott Bul

CLASS C TT
Champion Speedway
August 28, 1966

SPECIAL BROTHERS RACE (2:55.50)
Paul Bostrom Tri
Davy Bostrom Tri
Joey Plain Tri
Jimmy Plain Tri
Rich Faria Tri
Dave Faria Tri

NOVICE TROPHY DASH (1:53.16)
Jimmy Odam Suz
Bobby Self Bul
Dale Woolridge Bul

NOVICE MAIN (7:30.71)
Jimmy Odam Suz
Dale Woolridge Bul
Kenny Weakley Bul
John Fry Bul
Dud Jackline Bul

AMATEUR/EXPERT TROPHY DASH (2:42.28)
Phill Cancilla Tri
Davy Bostrom Tri
Bob Baily Tri
Ray Rice Tri

AMATEUR MAIN (9:15.90)
Fred McClelland Tri
George Spain Tri
Gary Clark Tri
George Stirber Tri
Steve Bales Tri
Larry Davidson Tri
Tommy Steele Tri
Whity Harper BSA
Jimmy Linnartz Tri

EXPERT MAIN (13:34.90)
Davy Bostrom Tri
Phill Cancilla Tri
Joey Plain Tri
Rich Faria Tri
Jimmy Plain Tri
Bill Stockham Tri
Dave Faria Tri

ASCOT PARK ½-MILE
August 26, 1966

EXPERT TROPHY DASH
S. Tanner BSA
M. Lacher H-D
C. Rayborn H-D
R. White BSA

NOVICE MAIN EVENT
Phil Todd Hon
Marty MacDonald H-D
Dan Kelly Yam
Don Roberts Yam
L. Pruitt Yam
R. Lazareth Yam

AMATEUR MAIN EVENT
Randy Say BSA
Ron Kruseman BSA
Casper Grief BSA
John Isaacs BSA
DeWayne Keeter BSA
Ron Lacher H-D
Pete Bodette BSA
John Carter BSA
Time: 4 min. 06.04 sec.

EXPERT MAIN EVENT
Ralph White BSA
Sam Tanner BSA
Guy Louis R-E
Bruce Holland Tri
Paul Conserriere BSA
Don Mathews
Larry Erhart H-D
Mel Lacher D.N.F.
Blackie Bruce D.N.F.
Time: 6 min. 03.71 sec.
(DNF—Did not finish)

ACA SHORT TRACK

Orange County, August 16, 1966

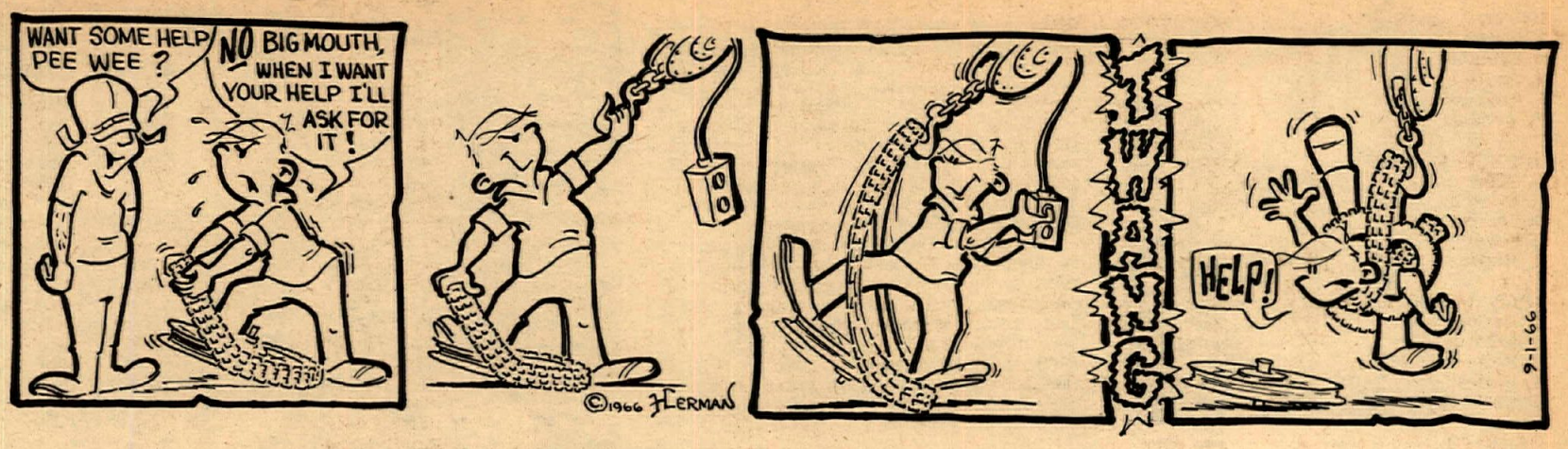
100 TD
Gary Calkins Yam

250 TD
Ivan Oden Hon

50 MAIN
Keith Mashburn Hon
Carl Sjolund Toh
Ken Layne Hon
Mike Shaw Toh
Bill Treadway Yam
Bill Potts Yam

100 MAIN
Gary Calkins Yam
Rick Woods Yam
David Aldana Suz
Randy Layne Gil
Myrle Hamm Bri
Steven Sherman Hon

250 MAIN
Ivan Oden Hon
Sal Acosta Bul
Keith Mashburn Mon
John Baloom Yam
Rick Woods Duc
Tommy Bannon BSA



Dealer & Services Directory

RATES: $50 per year (50 issues) for each single business listing. Payable in advance,

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SAN DIEGO

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CIRCLE CITY CYCLE CENTER-Honda -BSA & Bultaco. Just down the freeway for both Riverside and Orange County. Complete parts and Huge Service Dept. Speed tuning Specialists for Honda. Take Corona turn off to Walnut (first street) across freeway to 525 Maple St. (714) 735–4101 Corona.

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Say "Hi" to Hank and Solo Suzuki at the DESERT CYCLE CENTER, 1600 W. Main St., Barstow. The friendliest shop and only Cycle News dealer in Barstow. If your name was in the last issue get a free copy from us. Mon. thru Sat. 9 a.m. –6 p.m. Tel. 256-2489.

USED MCs & PARTS

JIM'S CYCLE SHOP "Used parts Headquarters in the west." We buy and sell used M/C parts, custom tanks and wheels. Chrome exchange. Used M/C's Sales & Repairs. Batteries & tires. 15 years same location. 11155 Atlantic Avenue., Lynwood, Calif. NE 2–4298.

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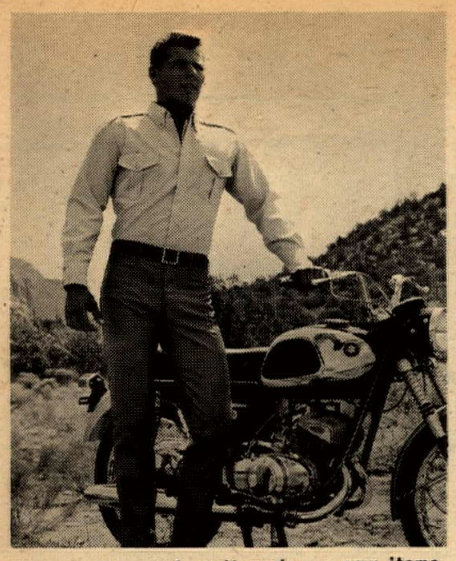

Warm, waterproof, well made - - new items from the motorcycle rider's mail order clothier, Parr.

New Ideas From Parr

Until recently, the only way to dress fashionably on a motorcycle was to forgo any protection from the elements or the results of an error in our driving ways.

Lately riders have begun to be aware of the importance of both looking good and being ready. Admittedly, Levi's and leathers are very practical but they're not quite in the "best dressed" set yet.

Along came Arizona clothing designer Ralph Paracek in recent years with the result that we now have a fair choice of nice clothing to select from. Much of Paracek's 'Parr of Arizona" clothing is quite attractive while giving some measure of protection.

Parr of Arizona now sends word of a new line of lean and clean protective wear to be introduced for this fall. Parr conducts a thriving mail order trade in items of clothing for fair weather riding that provide what little protection is needed while allowing the rider to maintain a neat well-groomed look. This is their first foul weather entry in the clothing sweepstakes.

Top of the line is an all-in-one tailored suit of Nylon Oxford Twill with a waterproof coating that gives a dull, washable finish. Intended for wear over street clothing, this coverall can be battened down for foul weather with a collar that turns up and fastens around the neck and hidden straps that close off the wrist and ankle openings.

If you prefer separates, Parr has waterproof shirts and jeans. The shirt is of the same waterproofed Nylon oxford twill as the one piece suit and is cut in the rugged military style. At the first sign of foul weather, you just pull out the square-cut tail, turn up and cinch down the collar and you'll ride on neat and dry. The jeans, of the same coated material as the rest of Parr's fall line, has the seat and hip tailored for the man who must straddle a saddle. The legs are tapered to look nice but large enough to fit over a pair of boots.

All of Parr's styles are available in a variety of attractive colors for very reasonable prices and are Sanforized for shrink resistance.

If you have a clothing problem, look into the Parr line. These items are great for travel—neat and light when the weather is dry — warm and dry when it isn't. The new line will be available about the first of September from Parr of Arizona at 4407 North 16th St., Dept. CN, Phoenix, Arizona.

TRAFFIC TECHNIQUE

Make sure your path is clear, then speed up when passing or changing lanes. The extra speed will lessen the chance of getting rearended by an overtaking vehicle.

1½ MILLION TIRE SALES IN 1966

AKRON, Ohio — Sales of motorcycle tires in the U.S. will top the 1.5-million mark in 1966, ten times the sales of 1960, according to A.E. Patterson, manager of cycle tire sales for The Goodyear Tire & Rubber Company.

Patterson said his estimate was "conservative," based on demand for tires to equip new motorcycles and on replacement tire sales averaging one-half tire per cycle per year.

Motorcycle sales grew from 45,000 in 1960 to an estimated 433,000 in 1965, the Goodyear spokesman noted, adding that more than 500,000 are expected to be sold in 1966 and close to 750,000 in 1967.

Patterson said about 90 per cent of current motorcycle sales are in the lightweight category, the bulk of which are imported.

Goodyear is the only major American rubber company with a complete line of motorcycle tires.

LOVE AFFAIR

By Ray Warner

THE EARTH HAS NEVER BEEN SO BEAUTIFUL. I HAVE NEVER BEEN SO KEENLY AWARE OF ITS BEAUTIES. LIFE HAS NEVER BEEN SO SWEET.

I FEEL THIS WAY TODAY!

HAVE YOU GUESSED IT? THIS WRITER IS IN LOVE — IN LOVE WITH A NEW MOTORCYCLE.

With more than three years of extensive dirt riding experience behind me, mostly on Greeves machinery — especially that famous and fantastic Greeves Challenger — I've recently started riding a new Triumph street bike in the Los Angeles area — the city streets — the country roads.

WHAT AN EXHILARATING EXPERIENCE—WHAT AN EXCITING CHANGE IN PACE!

Being a confirmed romaticist and dreamer, I feel a delicious inward tingle that sharpens all my senses when I'm exploring some strange new road-way far off of most beaten paths. When I'm leaning into or out of those long winding curves through the Palo Verdes hills—at extremely high speeds—there is a feeling that nothing else matters. My pulse goes crazy — it is like a breathless cyclone of ecstacy!

All the mundane necessities of earning a living — of getting along with people — are so much easier when there's a chance to steal away — to be alone for a short while — to seek the infinite surprises and delights and satisfactions that cannot be found anywhere else — in any other way!

Now easily and quickly these terrible pressures of modern civilization can be released through a secret little love affair such as mine.

AIN'T LOVE GRAND?

BUNNIES POINT UP SAFETY PITCH

As can be seen from the accompanying photograph, pleasure mixed with business when Buco Products announced the opening of a new plant in Fresno with dinners at the Los Angeles and San Francisco Playboy Club. Featured speaker at both dinners was Professor Lawrence M. Patrick, head of the Biomechanics Research Center at Wayne State University of Indiana and Chairman of the Impact Committee of the American Standards Association, who has been working closely with Buco Products in the design of safety devices.

SCRAMBLIN AROUND

By Maureen Lee

Your friendly Sports Committee was on hand at Perris on Sunday, seeing that the rules were upheld, and checking things over. President Jean Carter was really hard at work, from going through the paper work in the office, to going down on all fours on the starting line checking Honda engine numbers.

Jean asked if I would comment on a rule that gets broken quite often and causes headaches for all. It happened again on Sunday. The **only** Novice classes are 250cc, 500cc and Open. There are NO other Novice classes! Sponsoring clubs are asked **not** to set up Novice classes in any but the above listed classes. Starting in 1967, there will be a Novice 100 class, but until then there are only these three.

After we have spent some nervous weeks wondering if our great West Coast classic Corriganville would take place or not, it appears that it will. Hurray! The Dirt Diggers will start accepting entries on September 15th. We'll publish the address in this column, but not until that date. Entries will not be accepted before that date. There will be more information about the race...still too early to report. This years' event could be shaping up into the greatest ever!

We had suggestion at the scrambles the other day on the subject of a place to change leathers. I'm not going to say who it was who suggested it, because this guy is one of the tough breed of desert riders and his buddies may think he'd turned soft or something, but he has a good point. It's hell on earth trying to get out of hot sticky leathers in one of the local track heads, especially when it's about 110 degrees!

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BLUE STREAK MOTOR RACER
Now Available in These Sizes
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Exclusive 10,000 mile warranty at
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BONNEVILLE SALT FLATS
NEW RECORD
CLASS: 125cc C-C
SPEED: 84.077 mph (Two-way Average)
RIDER: MONTY PIERCE
BRAND: 1966 BULTACO SHERPA "S" SCRAMBLER
(Same macine rides weekly in local scrambles)
ULSTER GRAND PRIX
Ulster, Ireland - August 20, 1966
(FIM World's Championship Road Race)
250cc CLASS
1st G. MOLLOY - BULTACO TSS
2nd G. MARSOVSKY - BULTACO TSS
3rd K. CASS - BULTACO TSS
VENTURA SPEEDWAY
250cc "A" MAIN
1st STEVE SCOTT - 250cc BULTACO "PurSang"
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Call Bultaco-Western for your nearest Built-To-Go Dealer
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DRAGS from 15

am sure she will be back next week. She just can't be replaced!

Lions Drag

The new switch to Friday nite racing at Lions seemed to not reach many drag fans, for the attendance was down for both spectators and racers. Only two of the bike classes had more than one entry and so all singles were placed against the cars in a race for an elimination bracket trophy. In the bike classes, Grant Hannah won the C street bike trophy turning a 13.15 elapsed time and 100.33 miles per hour. Grant possesses a consistent-winning Triumph.

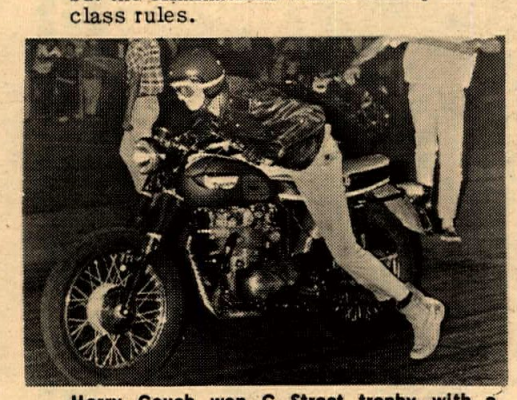
Jeff Brown raced his little Honda ahead of Michael Ells for G street trophy gold, turning 18.19 elapsed time and 67.61 miles per hour.

It's New

Pete Hutton brought his new twin-engine Triumph, built by the able Mike Tucker, to both Irwindale and Lions. This machine has a lot of potential and after the few bugs are exterminated it may be a top gas bike. Its owner's enthusiasm and the builder's know-how make for a great combo.

Remember "Friday Nites" at Lions Drag Strip and the gates open at 3:30 p.m.

The All Bike Meet will be September 11 (Sunday) with $1,000 purse and AMA sanctioning for records. This is AMA's first step in quarter-mile records. A.R.H.R. will also sanction for records but the eliminations will be run by Lions class rules.



Harry Couch won C Street trophy with a very stock-performing 500cc. Photo by Don Dunlop.

THE FINISH LINE

By ROXY ROCKWOOD

Still on the move back in the midwest but with the final three nationals in California just around the corner thought it best to check back in and let readers know what to expect starting next week when the eight miler rolls around.

Last of great racing in the midwest this year and once again West Coast fans will benefit from it at the end with the final three nationals of the season held in California.

Have talked with many of the riders from back here and all are planning on coming to California for the final round of racing.

Bart Markel has the national point lead but is being pressed hard by Gary Nixon. Each rider has won Sacramento one time in the past. Each rider, especially Markel, has shown spurts on the Ascot half mile and this could be the year for either one.

The Carlsbad National on the 18th is a new one and both Markel and Nixon could well win this event. But Nixon should have the edge here as he rode a perfect race at Des Moines last month when he won the 110 Mile Road Race National.

Young Chris Draayer is now third in the national points and with a few breaks his way he could have the lead. A first year Expert no less.

The rider that California fans are going to have the pleasure of watching, possibly winning, is second year Expert, Fred Nix. The little Oklahoman is really tearing up the troops back this way in both the Half-Mile and Short Track events.

Nix could win both Ascot and Sacramento and it would not surprise me and a lot of other people. The same can be said for Draayer and Mert Lawwill. Markel has company this year in his annual battle with the BSA boys.

Nix likes a track he can slide on and where can a rider slide more than at Ascot? He also has plenty of ponies for the mile tracks but is shy of experience in road racing. Freddy is right now wheel to wheel with Sammy Tanner for high point dirt track honors this season and those two regular season half-miles that will take place at Ascot the Friday nights before Carlsbad and Sacramento will produce some of the best racing we have had in a long time.

The Nation's top amateur, Jack Warren from Flint, Michigan is also planning on heading west for the first time. He has more horsepower behind a yellow plate than we have seen in many a year. He also has Bart Markel for a coach.

Nix and Dovel have also told me they are moving to California for the winter months to get in on the indoor and outdoor short track racing that Trojan Enterprises and J.C. Agajanian will be presenting this winter. Look for quite a few more to follow before the little bombs hit the track in November.

After that wild finish at Springfield on the mile and some of the talent I have seen on the half-miles this column can honestly say that California fans will see some of the best and closest dirt track racing at Ascot and Sacramento that they have ever seen.

All of the top road racing talent in America is finally going to assemble on the West Coast for the first time since 1954. Road racing has come a long way since that time and the Carlsbad race will give fans a chance to see all of the best at one time.

That Des Moines race has two days of the fastest and finest ever seen. Carlsbad should be no different as the same cast of stars and machines will all be there.

The motorcycle industry is also getting in on the act during the three final National events. Bill Bagnall's Dealer News magazine is hosting a Cycle Trade Show at the Disneyland Hotel. Many brands will display their 1967 models for the first time. Many of the dealers back here along with many distributors are tying it all in and will pay a visit to Ascot, Carlsbad and Sacramento. All in all it sounds like the end of the '66 National trail will be the best yet. See you at the 8-Miler on the 10th.

J.C. AGAJANIAN PRESENTS--- 3 Big National Championship AMA races!

1 — 8-MILE NATIONAL CHAMPIONSHIP MOTORCYCLE A.M.A. RACES
QUALIFYING....SEPT. 9, 8:30 p.m.
PURSE $4,750.00
Sept. 10 8:30 P.M.
ASCOT PARK 183rd & VERMONT off HARBOR & SAN DIEGO FREEWAYS

2 — 75 Mile A.M.A. National Championship MOTORCYCLE ROAD RACING
SUNDAY Sept. 18 1:30 PM
GATES OPEN 9:00 A.M.
CARLSBAD RACEWAY
PALOMAR AIRPORT ROAD, 7 MILES EAST OF HIGHWAY 101

3 — 20-MILE NATIONAL CHAMPIONSHIP MOTORCYCLE A.M.A. RACES
QUALIFYING....SEPT. 25 9:30 a.m.
PURSE $6,000.00
Sept. 25 2:30 P.M.
SACRAMENTO STATE FAIR GRDS
TICKETS at CIVIC

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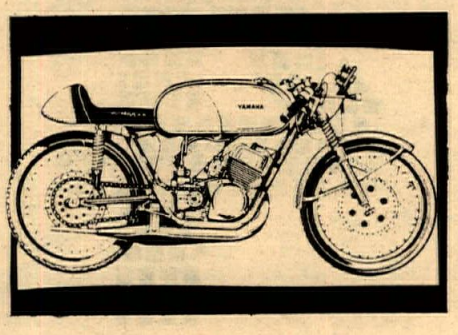

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HOW TO ENTER: If you are already subscribing to Cycle News, just fill in the bottom half of the coupon below and send it in to

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FIRST PRIZE--THE MACHINE OF YOUR DREAMS exactly as described on your contest entry blank.

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Send in as many entries as you wish. Entries will be judged on the basis of sincerity, originality and aptness of thought

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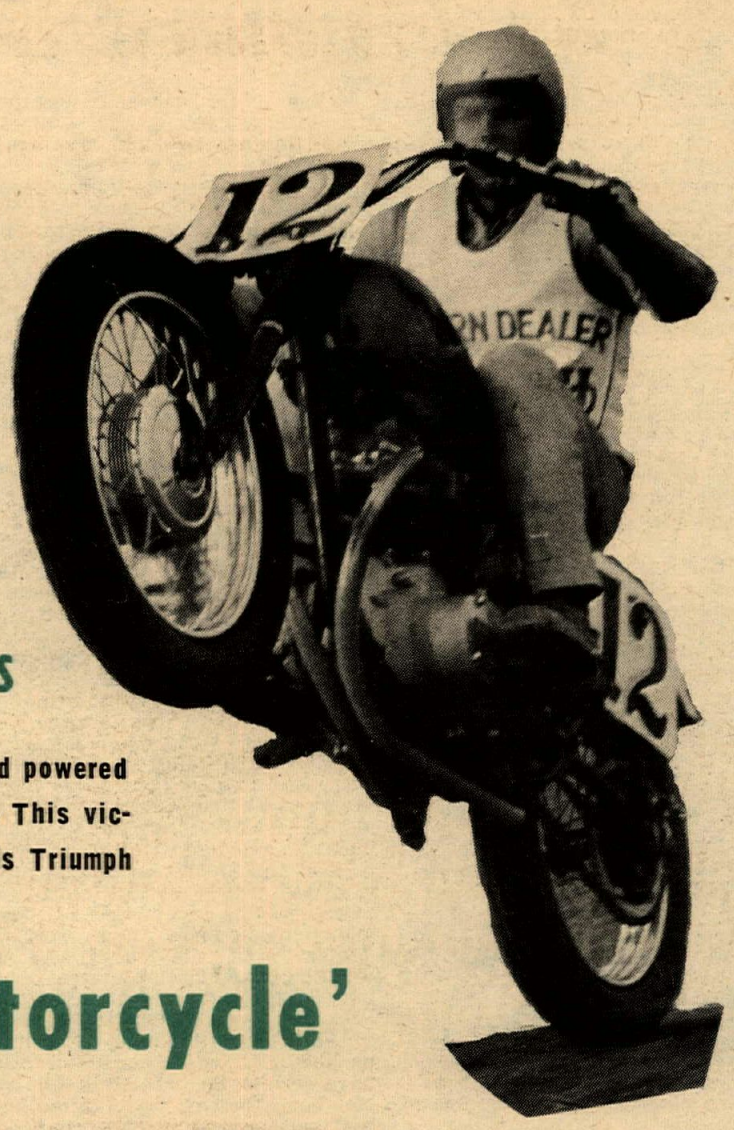
Mulder Makes it 4



TT National-- Peoria, Illinois

Defending champion Eddie Mulder came back to peoria and powered his Triumph to his second win in two years at this track. This victory makes four National TTs in a row that Eddie and his Triumph Bonneville have won.

'World's Fastest Motorcycle'

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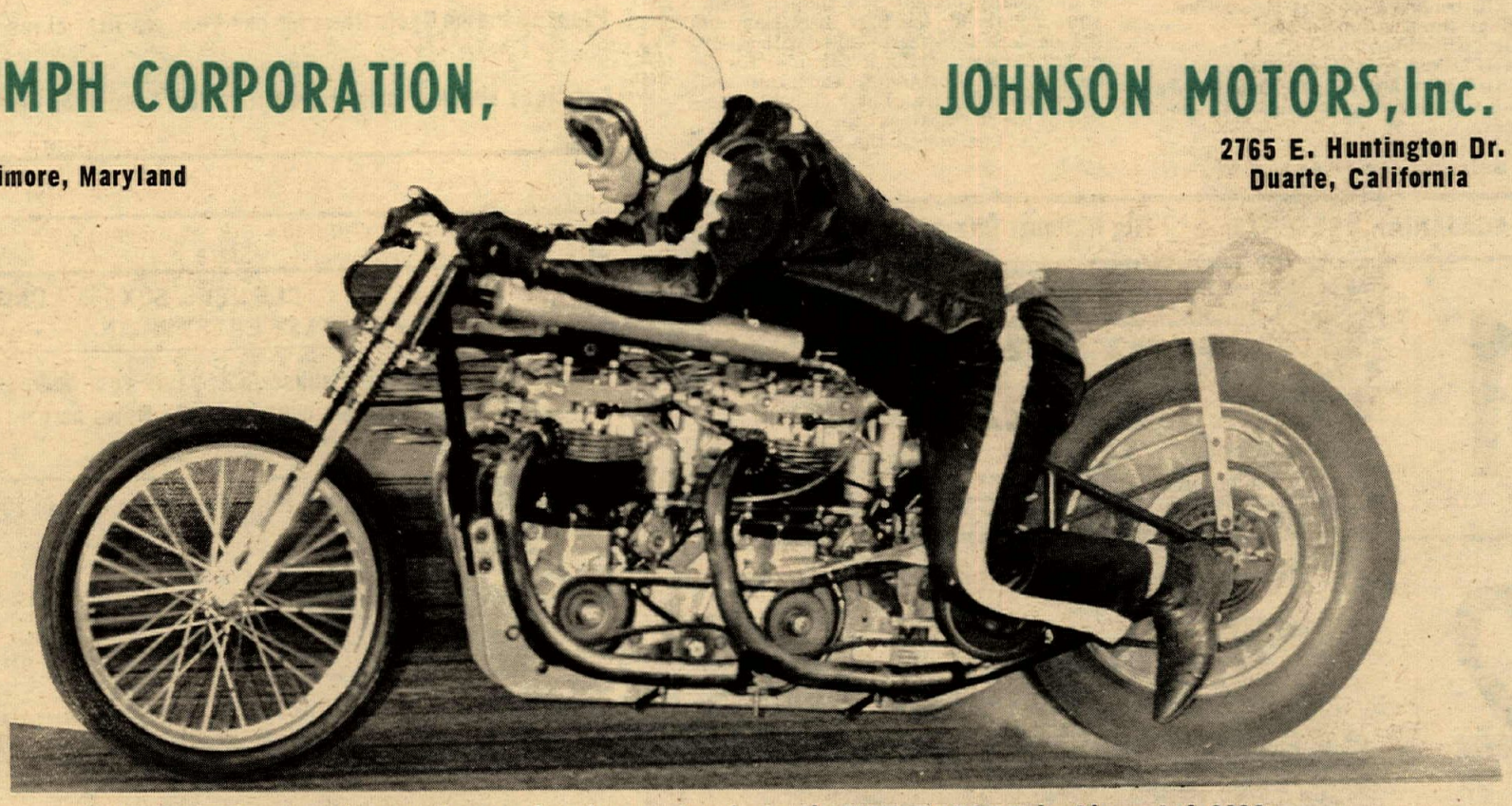

Murray and Cook of local drag racing fame set a fantastic NEW RECORD in Class A-A 3000. Their two-way average of 191.302mph raised the record for this un-streamlined class from 164 miles per hour.

CONGRATULATIONS TO TRIUMPH AND THE MURRAY & COOK TEAM